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AUGUST 4, 1951

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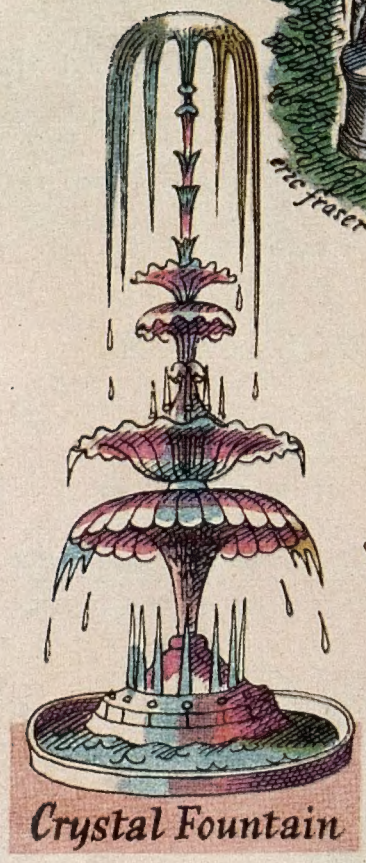

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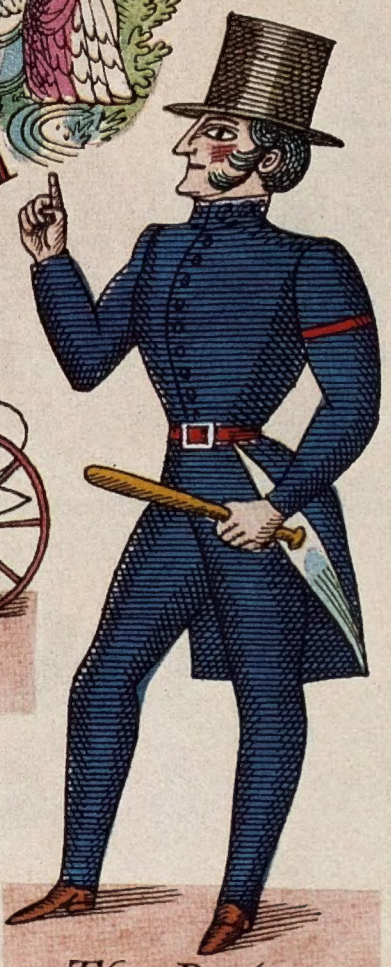

The Peeler

Soldier of the Queen

The Printer

The Koh-i-noor

The Public

The O'Neill Harp

SOLDIER OF THE QUEEN: All girls admire our colourful array.
PEELER: We're here to guard the priceless Koh-i-noor.
PRINTER: Walk up and see how printing's done today.
THE PUBLIC: Our feet aren't up to walking any more.
LADY: That harp has struck a chord. It is the mark
Of Guinness, famed for goodness quite unique.
MAN: I'm off, from Paxton's palace in the Park
That other masterpiece in glass to seek!

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Volume CCVI No. 2686

The SPHERE, London, August 4, 1951

The SPHERE

WITH WHICH IS INCORPORATED "THE GRAPHIC"

THE EMPIRE'S ILLUSTRATED WEEKLY

MR. HARRIMAN ARRIVES FROM TEHERAN—NEWSPAPER MEN INTERVIEW MR. TRUMAN'S SPECIAL REPRESENTATIVE AFTER HIS ARRIVAL AT LONDON AIRPORT : The American envoy had flown to London from Persia for talks with the British Government on the oil dispute. After discussions at Downing Street, Mr. Harriman sent the Persian Premier a message conveying the British reaction to Persian proposals which were said to be of a general character. He was met at London Airport by Mr. Walter Gifford, American Ambassador in London (left), and was accompanied to London by Sir Francis Shepherd, British Ambassador to Persia.

Last week-end Mr. Averell Harriman, President Truman's special representative, who had visited Teheran in an attempt to mediate between Britain and Persia in the oil dispute, flew to London and had talks with members of the British Cabinet. The discussions at Downing Street, presided over by Mr. Attlee, were officially reported to have been "useful and fruitful," and Mr. Harriman later sent a message to Dr. Moussadek, the Persian Prime Minister, containing British reaction to certain new Persian proposals. According to reports from Teheran, the British reply was favourable and might result in discussions taking place between the two Governments. In his message, Mr. Harriman is also reported to have asked the Persian Premier to "improve conditions in South Persia and end provocation" as a preliminary to the dispatch of a British Ministerial Mission to Teheran. At Abadan, on the Persian Gulf, the Anglo-Iranian Oil Company has announced that the oil refinery there will now be closed completely because storage tanks are full. More British technicians are to leave the country.

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A LONDON NEWSLETTER

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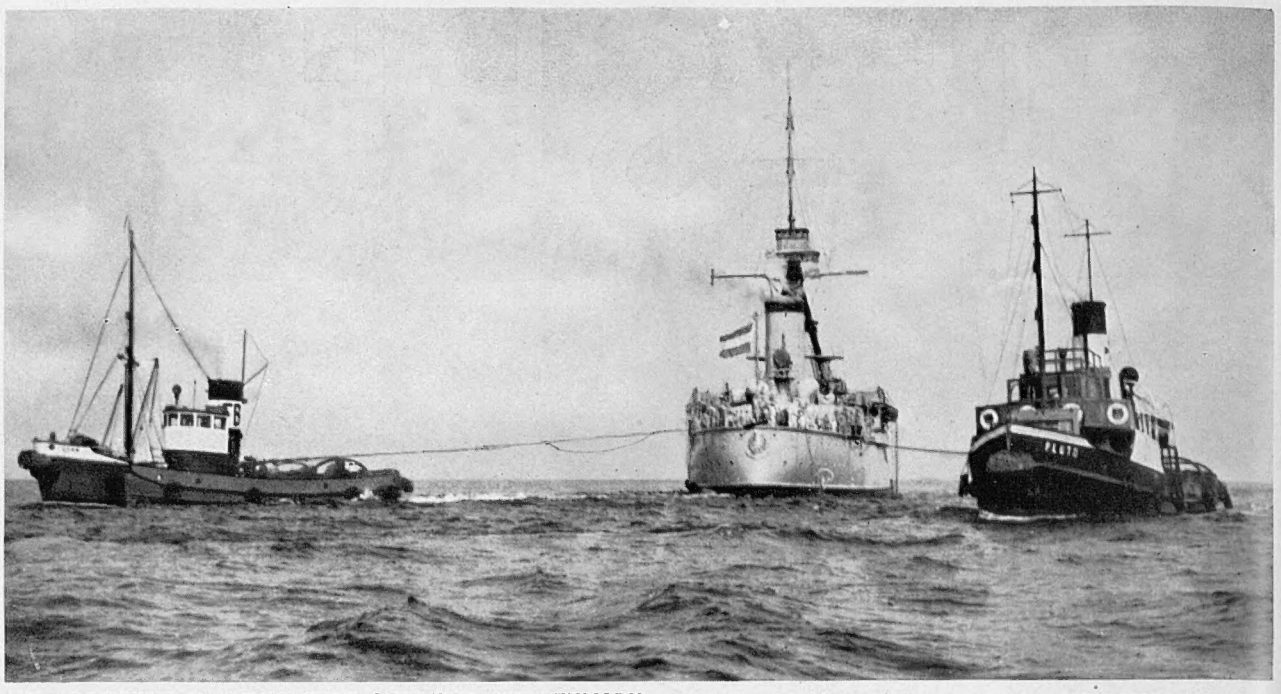


AN ARGENTINE WARSHIP RUNS AGROUND OFF DENMARK—THE 6,100-TON COAST-DEFENCE SHIP "PUEYRREDON," WHOSE PROPELLER WAS FOULED BY THE IRON CHAIN OF A BUOY, A FEW MILES FROM COPENHAGEN: The vessel, now employed as a sea-going training-ship for naval cadets, was on a visit to Copenhagen from Stockholm. Although the Danish Press had agreed not to publish news of the ship's visit in protest against the closing of the Argentine newspaper *La Prensa*, news of the grounding sent reporters and photographers hurrying to the scene. *Pueyrredon* has a draught of 23 ft. 3 ins. Her main armament includes two 10-in. guns and eight 6-in. guns. Formerly known as the *Giuseppe Garibaldi*, she was renamed after General Pueyrredon, the first Supreme Director of the United Province of the Rio de la Plata.

Gaitskell's Remedies.—The City was depressed before and not less depressed immediately after the Chancellor disclosed his remedies for a new economic crisis. I approach any question concerned with figures with unusual humility, even if it be only a theory on the vexed question of how many blue beans make five. Hence my *Sursum corda* to the stockbrokers, directors and shareholders may not comfort them. But this proposal to limit dividends (I suggest) may not be as black as it 's painted. It may not happen; much else may happen before the end of October, though I should not like to commit an alternative Government to "unscramble" this if it *did* become law. But assuming it does become law, is it as bad as it looks? As I understand it, companies had voluntarily stabilised their distributions for several years recently by request; (with no effect whatever on the dreadful spiral of wages and prices). But in 1950 and 1951 distributions were greatly stepped up where conditions of trading made it possible, and the "average" for the next three years proposed is based on the last two "bumper" distributions, not on the years of voluntary austerity. Since 1938, it is fair to say, wages have increased by 150 per cent., distributions by 60 per cent. only, including the last bumper years. Ergo, the City may cry out "Robbery of hen-roosts," but should admit that the robber is quite a gentlemanly Duval. Efficient? That depends on the rightness of the Chancellor's theory that pegged dividends will peg wage demands.

Carnival of Hot-heads.—Another assassination, another King and leader laid low by the hand of a hot-head. And what good ever came from a political assassination? Always, if a tyrant falls, Amurath to Amurath succeeds, and the new little finger is thicker than the late thigh. Abdullah was no tyrant. He was a force for order in a mad word. It is—it has been for years—carnival time for hot-heads. Grave and patient men—called statesmen—all over the world strive for conciliation and the peace of the world, but always the hot-heads queer the pitch, undo the good patiently done, upset the applecart and "get in" just a shade before the plodding statesmen. And down go the prices on the Stock Exchanges of the world, and up goes the temperature of suspicion and hate; and all is to do again. The mad "student" rules our destinies all over the world, and a foolish shot from a small pistol can unsettle everything and settle nothing

Hammer and Tongs.—The rival politicians are at it again hammer and tongs. Nothing new in that. It is old as sin and party politics. The pious Gladstone had nothing to learn about punches from the prize-fighters of to-day. It is a shadow of things to come. Most of the speakers expect a General Election this autumn. Many want it in both camps. Some do not. Mr. Morrison is perhaps among the latter. Anyway, soon enough now the light in the tower will go out and these "bonny fighters" will be off on holidays at home and abroad, constituency prowls and semi-official trips. They must register their hates now, and leave their vitriol to sink in on the beaches and on the hills. Sometimes their hate seems to us tiresomely bitter. After all, we are all men of one nation, and that nation not markedly hot-headed. Sometimes their superlatives in describing the other side's incompetence or treachery read at least as childish petulance. There is a great difference between spoken and read "hate." An audience hearing and seeing a tub-thumper likes it "snappy," their enthusiasm and laughter egg on the speaker to open his pepper-box wider—Horner, for instance—and he may say more than he intended. When he is later *read*, coolly, by people who did not share the fun of the fair, the humour and zest are gone and the bare words seem curiously beastly and even silly. I think we have had too much of party-political hammer and tongs and are dreadfully bored by exaggeration and even disgusted with the bigger guns who indulge in it. I wish some of them would see that point of view. I believe Mr. Gaitskell and Mr. Eden do see it, and their reputations benefit thereby.

Morrison's Challenge.—These last weeks Mr. Morrison, in his answers in the House and in his utterances on week-end platforms, has certainly given me the impression that he is overworked and irritable. Irritable because he is overworked; vulnerable because he is far too busy to master his facts, and consequently stung when his ignorance is exposed, as vain and cock-a-hoop men so often are. A vicious circle, not uncommon in modern political stress. His challenges to the Opposition at home accordingly are not very helpful to his party or to this country. His challenge to *Pravda* is another story. He has handed to the London correspondent of *Pravda* a statement on British foreign policy which he had challenged the Soviet paper to print. *Pravda* agreed on the understanding that Mr. Morrison guarantees similar facilities for a Soviet writer in the British Press. What could be better? It is a gleam of sanity in an iron-curtained Bedlam. This exchange of views should be a weekly feature in *The Times* and *Pravda*. I can't see what harm it could do; I can see a lot of possible good. I assume, of course, that Mr. Morrison is not too busy to think it out and to mug up his facts to enable him to set out fairly and clearly what British foreign policy is. I am longing to know, and I wish I took in *Pravda*.

Expectation of Life.—It was never unusual for men in the sixties ruefully to complain that all too much of their working week is sadly mortgaged to attending the funerals of their contemporaries. It is laid down in vital statistics that the "expectation of life" is for ever rising, and no doubt figures cannot lie. For the men and women, if any, who live the normal lives of their ancestors, no doubt it is so. But two world wars in a prime-of-life-time can hardly make for longevity, if anxiety and stress are factors in shortening life. But, past world wars apart, for public men who willingly grasp the global "racket" of international affairs, those statesmen and agents of presidents and kings whose life is passed tearing through the upper air from continent to continent, from one storm centre to another, seeking to arrest a new war and to dam the tide of disaster, men who forever breakfast in New York, dine in London and breakfast again in the Near East to dine in the Far East . . . if these Mercuries expect to join the nonagenarians in a serene old age, they must be optimists indeed, or be medically confirmed in the possession of constitutions such as only rarities like Pétain or supermen like Mr. Churchill enjoy.

Libraries and Aid to Authors.—Once or twice it has happened to me to handle a library copy of one of my own books. Outside, the wear-and-tear have been all too obvious. Inside I have noted the cabalistic signs, denoting the many hands through which the volume has passed to its ultimate disintegration, and I may have ruefully said: "Bang went with that copy 100 royalties." The London Library, concerned with its own hard problems of finance, showed itself sympathetically aware of this author's grouse, and listened to suggestions put up by Mr. Sadleir. To avoid the difficulty of individual accounting, he proposed that collection-boxes should be set up in libraries, into which borrowers of the works of living authors should be invited to contribute at least a penny. Often, Mr. Sadleir thought, the coin might be of silver. (Sometimes it would be a trouser button, no doubt.) The proceeds, great or small, would go into the till of the Royal Literary Fund and thus the successful author would come to the aid of his unfortunate brother. Altruistic, democratic, fraternal and Christian. The trouble is that even the best-selling author to-day is on the rocks. So great are the costs of paper, print and publishing, so fierce are the demands of the Chancellor, that it is hardly worth his while to write another book. The poor author needs a gold egg, but the austerity of the times has nearly killed the golden goose. Which comes first—the egg or the goose?

Identity Cards.—Public opinion is in theory the maker and breaker of laws in democratic countries. If the public thinks a regulation necessary or an existing regulation unnecessary or oppressive, it usually gets its way. But very slowly, and (as I think) slower than formerly. We are more patient and slavish than we were in the days of beef and beer (or gin); when we would beat up General Hyena because we didn't like his habits and would tell our Ministers exactly where they got off. Still, I think P.O. is moving towards the enforcement of its will concerning these identity cards, and the House of Lords has once more backed the winner. Governments, of course, must always "save face." The Government's last plea for these stupid cards is based now on defence needs. Let me offer them a gesture. Let them start the inevitable liquidation by waiving cards for men and women over military and health insurance ages.

P.S.—If it hadn't been for that young ass of a policeman at Godalming who asked me for my card early this year, I shouldn't "burn with indignation" on this question of "to be or not to be"

Poor Justice Muddlecombe.—When magistrates' associations and others urge that all J.P.s should be compelled to listen to lectures on abstruse points of law, and generally to mug up the law, I usually argue that the Clerk is paid for the purpose, that a "little knowledge" is a dangerous thing in a chairman, that a petty sessional bench is intended to be much more nearly a jury than a panel of trained magistrates, and, finally, that a chairman and his deputies should concentrate on understanding the rules of evidence and of court procedure, and leave the rest to the Clerk, especially in the present highly intricate state of the law. And now I would add one more argument. Before we mug up the "law," let us be quite sure what the law *is*. Even a great Lord Chief Justice (like the present) sometimes muddles poor Justice Muddlecombe. Take the common case of the uninsured driver. It has been drummed into us how serious this offence is. A prison sentence is not vindictive in a bad case; on the contrary, a fine is inadequate. As for suspension, it is positively inevitable, because "special circumstances" will hardly ever be found to justify a Bench in *not* disqualifying. Such circumstances must be relevant "not to the individual but to the case." A, a jobbing gardener, was given permission to drive his employer's motor vehicle. He got into trouble. It was found that he was driving it unsecured by insurance. The magistrates found "special circumstances" and did not disqualify him. The police appealed. In the King's Bench Division the Lord Chief Justice dismissed the appeal, saying that "naturally the defendant assumed that the vehicle was insured," and added that if *he* had been on the Bench he would probably have granted the defendant a conditional discharge. Bang went my idea of the gravity of the offence and of the absolute duty of any car-driver to be *sure* about insurance before he drives off on the road.

THE OLD STAGER

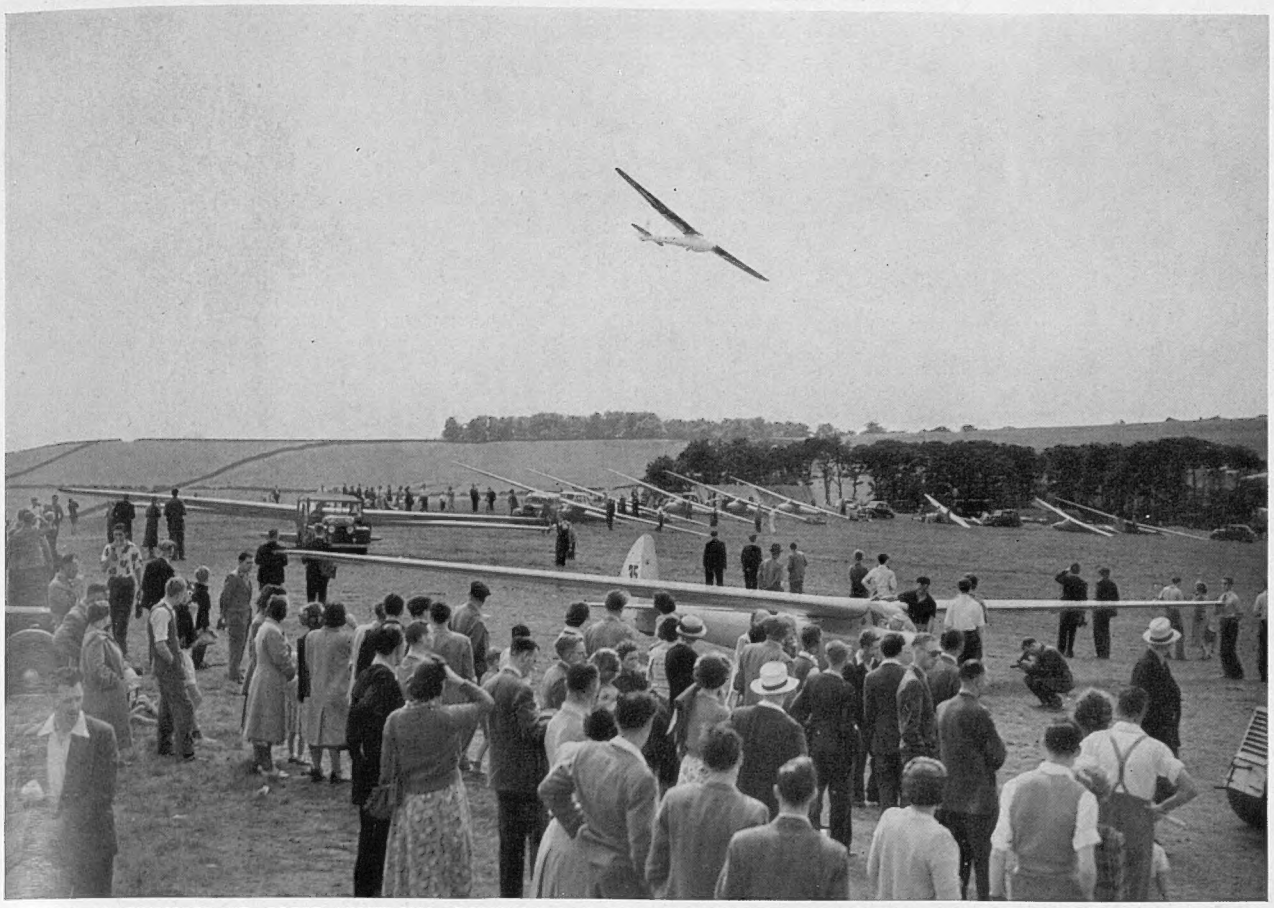
"WITH BEST WISHES"

THOSE in search of a gift for friends, either at home or overseas, will find that a year's subscription to THE SPHERE provides an ideal solution. Each week, the new copy will be a fresh reminder of the kind thought and good wishes of the friend at home. Orders for subscriptions for THE SPHERE to be sent overseas can now be taken. They should be addressed: The Subscription Department, THE SPHERE, Ingram House, 195-198, Strand, London, W.C.2, together with the name and address of the person to whom the copies are to be sent, and enclosing the subscription. Inland and Eire, £5 16s. 6d. Canada, £5 14s. Elsewhere abroad, £5 18s. 6d (to include the Xmas Number).

GLIDING OVER BRITAIN

The Triumph of Two Yorkshire-made Sailplanes in the Eight-day Meeting of the National Gliding Championships at Great Hucklow, Derbyshire

Although at the end of the eight-day meeting of the National Gliding Championships at Great Hucklow, Derbyshire, Britain's new gliding champion was still unknown, there was no dispute in the fact that the meeting had been a triumph for the two Yorkshire-built Sky sailplanes. The two contestants for the title were Mr. Geoffrey Stephenson and Flight-Lieutenant Forbes, who both flew planes designed by Mr. F. N. Slingsby, of Kirbymoorside. Towards the end of the meeting, during which Mr. Stephenson held the lead, Flight-Lieutenant Forbes said that he had circled Flamborough Head Lighthouse, eight miles beyond his nominated target of Carnaby Aerodrome, a total distance of 96 miles. As his glider was not identified, the judges had to rely on a photograph taken by the pilot at 3,000 ft. and any evidence which they could secure from eyewitnesses who saw him fly over the lighthouse, the chosen turning-point in the race. Until that evidence was forthcoming no new champion could be announced. If such evidence was satisfactory, Flight-Lieutenant Forbes would have won the individual championship with 877 points ; if not, his score would be 843, and Mr. Geoffrey Stephenson would be the winner with 873 marks. The team championship was won by the Royal Naval Gliding and Soaring Association.



GLIDING ENTHUSIASTS AT GREAT HUCKLOW, DERBYSHIRE—"GULL IV" SWEEPS DOWN TO LAND DURING THE EIGHT-DAY NATIONAL GLIDING CHAMPIONSHIPS : *Gull IV* **was entered by the Royal Air Force Gliding and Soaring Association. At the end of the meeting Britain's new gliding champion was still unknown, as the decision rested on the photograph taken by a former fighter-pilot, Flight-Lieutenant R. C. Forbes, as he flew over Flamborough Head Lighthouse. If the photograph proved to be that of the Lighthouse, Flight-Lieutenant Forbes was to be the new champion, if not, the honour would pass to Mr. Geoffrey Stephenson.**

THE MAN WHO AWAITED THE RESULT OF FLIGHT-LIEUTENANT FORBES' PHOTOGRAPH OF FLAMBOROUGH HEAD LIGHTHOUSE : Mr. Geoffrey Stephenson, who finished the competition for the individual championship with 873 marks, is helped into his cockpit by his wife.

GLIDING OVER DERBYSHIRE : *Left*—A glider makes its graceful banking turn over Bradwell during the National Gliding Championships at Great Hucklow. *Right*—Coming low over the hillside is the *Eon Olympia*, piloted by C. A. P. Ellis, and entered by the London Gliding Club, to gain height for the "any goal" trip. The meeting opened with rather poor weather for soaring, but conditions improved and on the last two days they were exceptionally good. (See also page 169.)

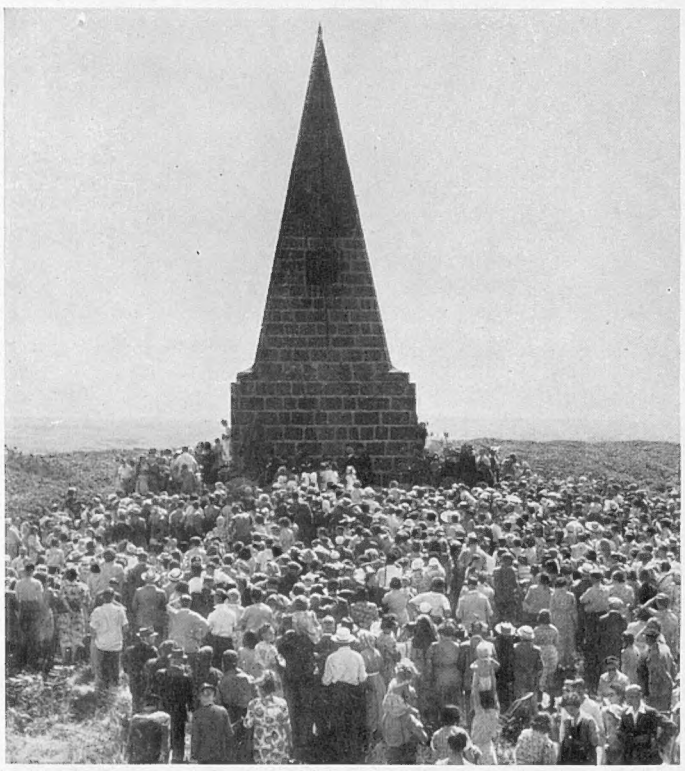
SHEPHERDED BY NUNS, CATHOLIC CHILDREN WALK IN PROCESSION THROUGH THE OLD TOWN DURING THE HASTINGS PILGRIMAGE: They are walking from the Church of St. Mary, Star of the Sea, to the ruined shrine of Our Lady in Hastings Castle.

A ROMAN CATHOLIC PILGRIMAGE AT HASTINGS: Priests perform their rites before the shrine of Our Lady in the ruins of Hastings Castle after the annual pilgrimage from the Church of St. Mary, Star of the Sea. Nearly 700 people, including many children, formed the mile-long procession. Hastings Castle was bought by the Corporation after being for four centuries in the possession of the Earls of Chichester, and much has been done to prevent its further deterioration.

SUMMER PAGEANTS OUT IN THE OPEN AIR

"THE ENDURING STONES"—A FESTIVAL PLAY AT CANTERBURY: Some of the cast taking part in *The Enduring Stones*, which tells the story of St. Augustine's Abbey. Left to right, they characterise King Aethelbert, Queen Bertha and her attendant lady-in-waiting, Archbishop Richard of Dover, and King John.

MADRIGAL-SINGING BY THE RIVER AT CAMBRIDGE: As part of the Festival celebrations at Cambridge last week-end a concert was given by members of the University's Madrigal Society, who sang in punts under King's College bridge. In the background is the magnificent King's College Chapel.

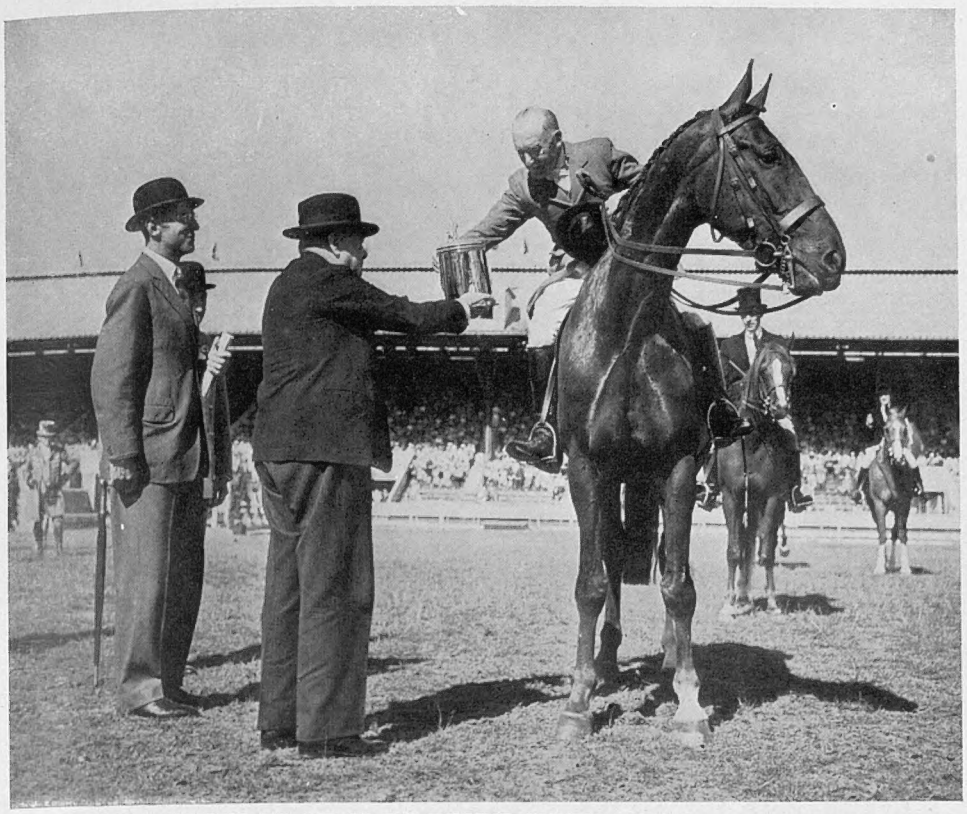


ONE OF ENGLAND'S STRANGEST CEREMONIES IS HELD AT ST. IVES: Watched by crowds of holiday-makers, the Mayor and other dignitaries of the town, ten little girls dressed in black danced to the music of a fiddle round an empty tomb on a hilltop above St. Ives, Cornwall, during the John Knill Festival, which has taken place every five years since Knill's death in 1811. John Knill was a Customs officer, some-time Mayor and benefactor of St. Ives. He built this 50-ft. pyramid of granite near St. Ives, intending to be buried there, but he died and was buried in London. In his will Knill stipulated that every five years these very curious ceremonies should take place.

JOHN WESLEY PREACHES AGAIN IN CORNWALL: At the Gwennap Pit, near Redruth in Cornwall, where the great Methodist preacher, John Wesley, delivered many of his sermons, 150 Cornish actors, Methodists from all over the Duchy, took part in *The Wesley Tapestry*, a biographical play in seven episodes which depicts the life and work of Wesley. The colourful, open-air pageant, set against a background of quiet Cornish fields, was watched by crowds of holiday-makers.

THE INTERNATIONAL HORSE SHOW

A Record Attendance Saw this Year's Show at the White City

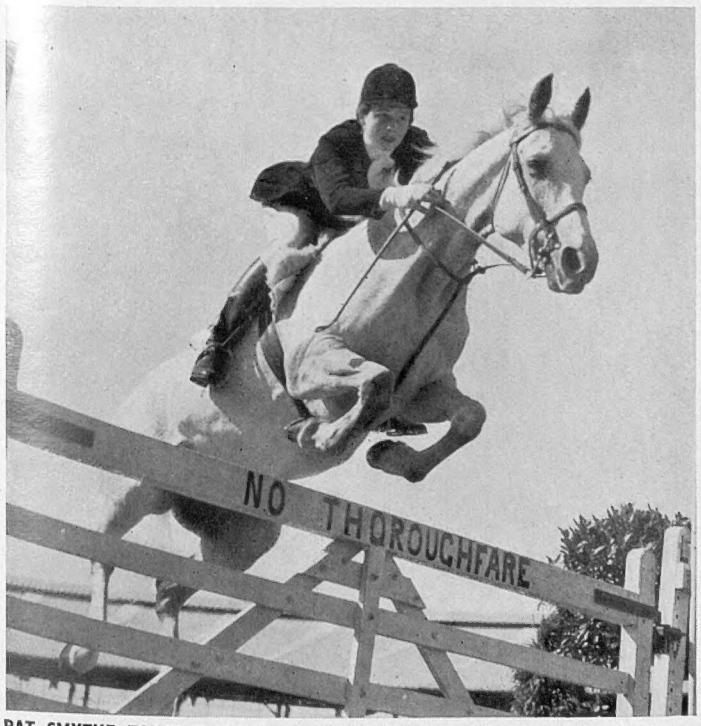


MR. CHURCHILL PRESENTS HIS CUP TO THE SUPREME CHAMPION RIDING-CLASS HORSE : Mr. James Daly rode Mr. W. H. Cooper's heavy-weight hunter, Mighty Atom, to win the Winston Churchill Cup, which is judged by the volume of applause recorded. Last year's winner, Miss G. M. Yule's stallion, Count d'Orsaz, was a close second. The International Horse Show at the White City Stadium celebrated Festival year with the highest attendance yet.

THE CHILDREN'S RIDING CLASS : Five young entrants in the child's pony event were : Patricia Robert on Daffodil ; Valerie Bates on Little Man ; Ruth Roberts on Squirrel ; Sandra Bourne on Grey Dawn ; and Paul Triebner on Grey Knight. In the 14.2 class, the winner was Mr. A. Deptford's outstanding chestnut mare Pretty Polly.

OLIVER ON RED STAR II IN THE PRINCE OF WALES'S CUP : The nineteen-year-old rider had two clear rounds in the competition for the most coveted of the international trophies. The Prince of Wales's Cup was won by the British team with a total of six clear rounds. Others in the team were Lieut.-Colonel Llewellyn on Foxhunter ; Mr. W. White on Nizefella ; and Mr. E. Holland-Martin on Aherlow

COLONEL LLEWELLYN ON FOXHUNTER : The Prince of Wales's Cup was decided by the famous pair on a final clear round, when they could only afford two mistakes. The cup was presented by Princess Alice Countess of Athlone. It was the British team's third successive victory.



PAT SMYTHE TAKES THE FIVE-BAR GATE : Miss Smythe put up a first-rate performance in the *Daily Mail* Cup when, riding Prince Hal, she came second to Lieut.-Colonel Llewellyn on Foxhunter and only 1⅘ seconds behind him in the event, which is decided on time. Previously she had come second on her grey, Leona (above), to Iris Kellett when jumping for Princess Elizabeth's Cup.

WINNING THE PRINCESS ELIZABETH CUP : Miss Iris Kellett of Dublin won the event on Rusty, after three riders had tied for the final *barrage* with clear rounds. Miss Pat Smythe, on Leona, and Miss Pamela Talbott were the other contestants and, although all again jumped clear rounds, Rusty beat Leona on time, by a quick turn between the gate and palings.

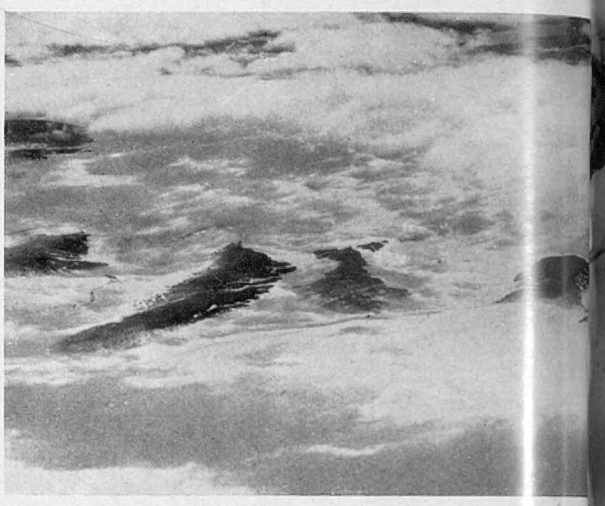
WITH THE R.A.F. ON THE WORLD'S ROO

NEW VIEWS OF THE NORTH POLAR WASTES TAKEN FROM THE LINCOLN BOMBERS ON THE ARCTIC TRAINING FLIGHTS

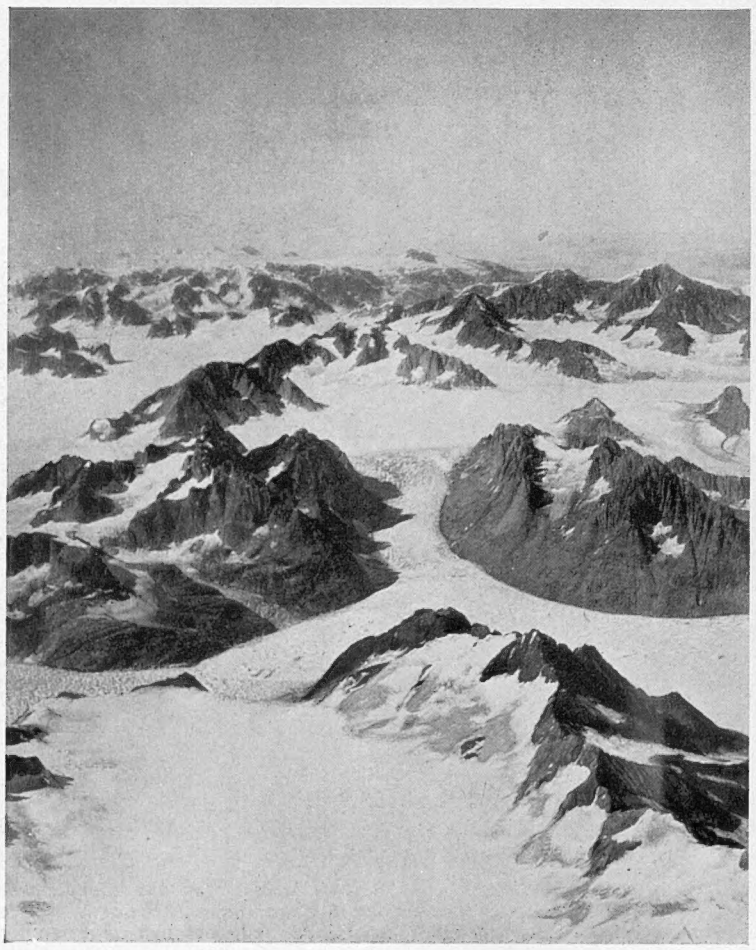
Forty-two years ago Peary reached the North Pole after m journeyings, in each of which he had penetrated farther north. To-day the great journey that he made almost become a commonplace, both to the men of the Un States Weather Reconnaissance Squadrons and to some of men of the R.A.F. Back in 1948, Lancasters of the Em Air Navigation School were making flights within the Ar Circle, and now comes news that the *Aries III*, a specia equipped R.A.F. Lincoln, has arrived in Alaska after fly over the North Pole on a 3,350-mile non-stop trip from Ice in just over eighteen hours. Four other Lincolns also w on this Arctic trip, flying a triangular course from Keflav Iceland, to Shannon Island, off the east coast of Greenl then across Greenland to Godhaven, on Disko Island, off West Greenland coast, and then back to Keflavik. T spectacular pictures taken on those flights are recorded on th pages. Altogether, fifty-three officers and airmen took part the flights.

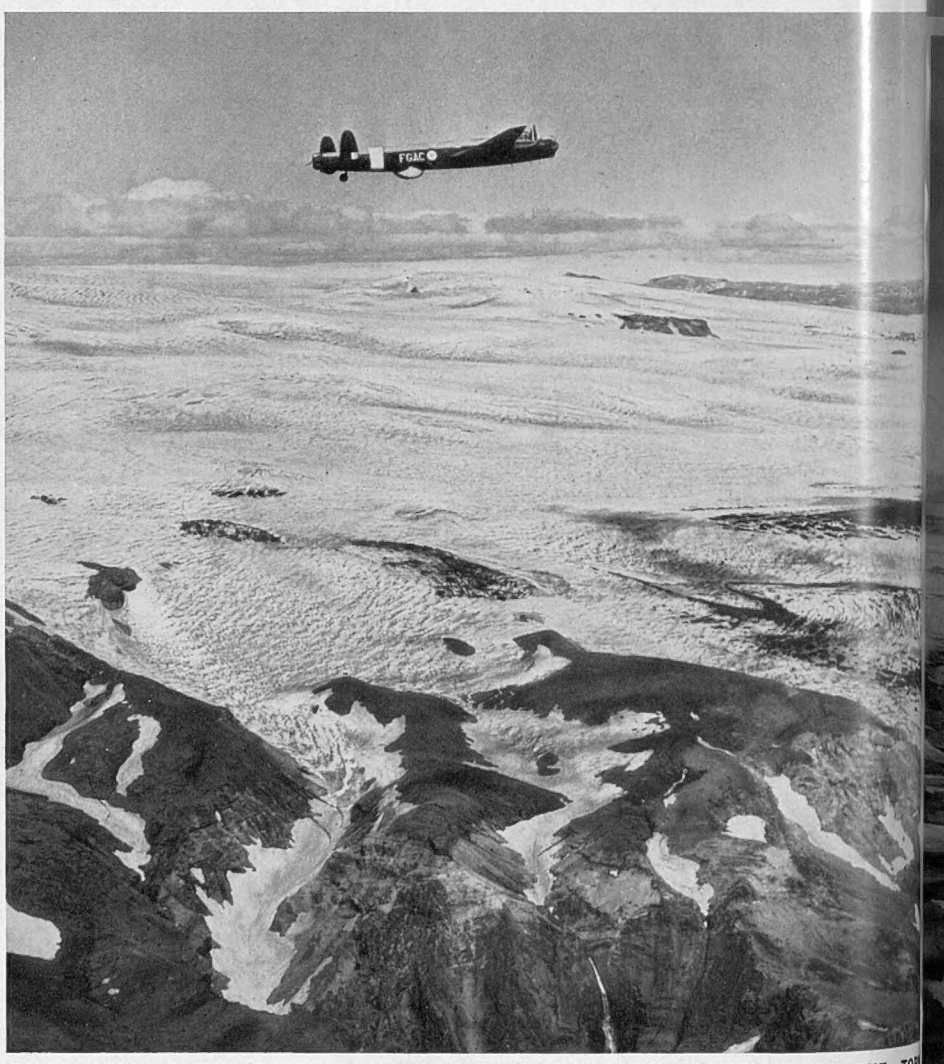
The commander of the *Aries* reported that when his airc passed over the Pole her compass pointed due south to magnetic pole, 1,500 miles away in the islands north of Can Although the plane ran into icy conditions at one stage of t flight, the captain reported that "it was beautiful and at the North Pole."

WHERE THE GLACIERS CALVE INTO THE NORTHERN SEAS: This dramatic aerial view was taken from one of the Lincoln bombers engaged in the North Polar training flights which took place towards the end of July, being designed to give bomber crews practice in Arctic navigation. In the foreground and far distance the glaciers are seen flowing into the waters of a bay on which icefloes great and small are beginning their southward drift, which in the case of the larger floes may take them across the shipping lanes of the North Atlantic.



FLYING ABOVE THE CLOUDS WITH ONLY THE PEAKS OF GREENLAND MOUNTAINS SHOWING THROUGH: For long tances the polar landscape was blotted out in this fashion as the bo of the R.A.F. flew their triangular course through the northern w





FLYING THROUGH THE CLEAR BRIGHT ATMOSPHERE THOUSANDS OF FEET ABOVE THE TOP GREENLAND PEAKS: One of the Lincoln bombers, "*C*" *for Charlie*, on its flight in Arctic. *On left*—A spectacular range of mountains on the Arctic route. The aircrews m the flights were members of the staff and students of the R.A.F. flying college at M

ACROSS THE SUMMIT OF RIGUY PIARGE, IN NORTH GREENLAND : This was quite the most spectacular of the peaks traversed by the Lincoln bombers. Both in the foreground and in the far distances can be seen huge glaciers, part of the vast system from which are created the formidable bergs of the North Atlantic. On these training flights one plane, the *Aries III*, flew over the geographical North Pole.

A HINT OF WARMER DAYS IN THE ARCTIC : *Above* and *on left*—These two pictures were taken from one of the Lincoln bombers in the more southerly latitudes of Greenland, and show much of the snow already melted away from the peaks. The R.A.F. flyers took with them on their journey rifles, axes, fishing gear and Arctic clothing, in case the aircraft should make forced landings in the icy deserts.

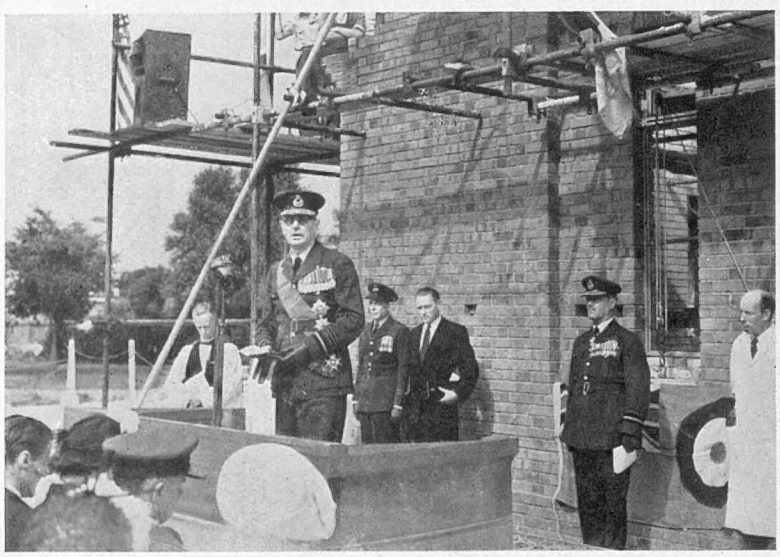
MISSIONERS AFLOAT

The Dedication of a New Mission Ship; Eire Prints Currency for Pakistan; A New R.A.F. Chapel; and the Opening of Churchill Gardens, Pimlico

THE DEDICATION OF A MISSION SHIP—THE NAMING CEREMONY OF THE "JOHN ASHLEY," WHICH IS TO SERVE THE CREWS OF SHIPS IN THE THAMES AND MEDWAY : The ship, built by the Admiralty in 1946 as a 61-ft. motor fishing-vessel and convertible at need into a minesweeper, has been transformed into its new use by the Missions to Seamen. *Left*—The Lord Bishop of London, the Right Rev. J. W. C. Wand, conducting the dedication ceremony alongside Westminster Pier, when the ship was named by Mrs. A. B. Williamson. The Bishop also commissioned the Chaplain, the Rev. H. Ford, of the Port of London, and Mr. S. Price, the reader-in-charge at Tilbury, as representing those who will minister in the *John Ashley*. *Right*—The mission ship which is named after a priest who in 1835 started a ministry to the crews of ships in the Bristol Channel, using a pilot's cutter converted into a church ship. The *John Ashley* will cruise between London and Rochester, calling on small ships which often have to lie at the buoys awaiting a berth. The hold has been equipped with a library, projector and screen for cinema shows, television and radio, and a curtained-off enclosure containing an altar for services.

AT THE DUBLIN PRINTING WORKS, GIRL OPERATIVES INSPECT NEW SHEETS OF PAKISTAN CURRENCY NOTES : The printing of this currency for the State of Pakistan marks a new departure in the history of Irish printing.

TEN-RUPEE NOTES FOR PAKISTAN ARE PRINTED IN EIRE : The printing of these notes for the State Bank of Pakistan by Messrs. Thomas de la Rue and Co., Ltd., of London, at the printing works in Clonskeagh of Messrs. Browne and Nolan, was an important event in Irish printing history. Examining uncut sheets of the new notes are (left to right), Sir Donald Banks, director of Messrs. Thomas de la Rue; Mr. Ernest Gough, assistant managing director; Mr. J. J. McElligott, Secretary of the Irish Department of Finance; Mr. John Leydon, Secretary, Department of Industry and Commerce.



COMMEMORATING THE BATTLE OF BRITAIN FIGHTER-PILOTS—AIR CHIEF-MARSHAL LORD DOWDING LAYS THE FOUNDATION-STONE OF THE NEW MEMORIAL CHAPEL AT BIGGIN HILL R.A.F. STATION, KENT : Lord Dowding, who led the R.A.F. Fighter Command during the Battle of Britain, speaking during the ceremony in which he laid the foundation-stone of the chapel to commemorate 453 pilots from Biggin Hill Sector, No. 11 Group, Fighter Command, who lost their lives in the war. The new chapel will replace the St. George's Chapel of Remembrance which was destroyed by fire on December 2, 1946. Standing in the rear is Air Vice-Marshal the Earl of Bandon, A.O.C. Number 11 Group, Chairman of the Chapel Committee. The memorial chapel has been made possible largely by donations from relatives and friends of the dead pilots.

THE OPENING OF THE NEW HOUSING ESTATE IN PIMLICO, WESTMINSTER : These modern flats, with the remarkable glass-covered storage tank (centre), are part of the new housing estate in Pimlico formally opened last week by the Duchess of Marlborough, in the presence of the Mayor of Westminster and Mr. Noel-Baker, Minister of Fuel and Power. The Duchess named the estate Churchill Gardens. The flats, many of which are already occupied, are heated by waste steam from Battersea Power Station, whose chimneys across the river are seen in the upper right. Mr. Noel-Baker said at the opening ceremony that the new system of heating would serve 10,000 people and save 10,000 tons of fuel a year.

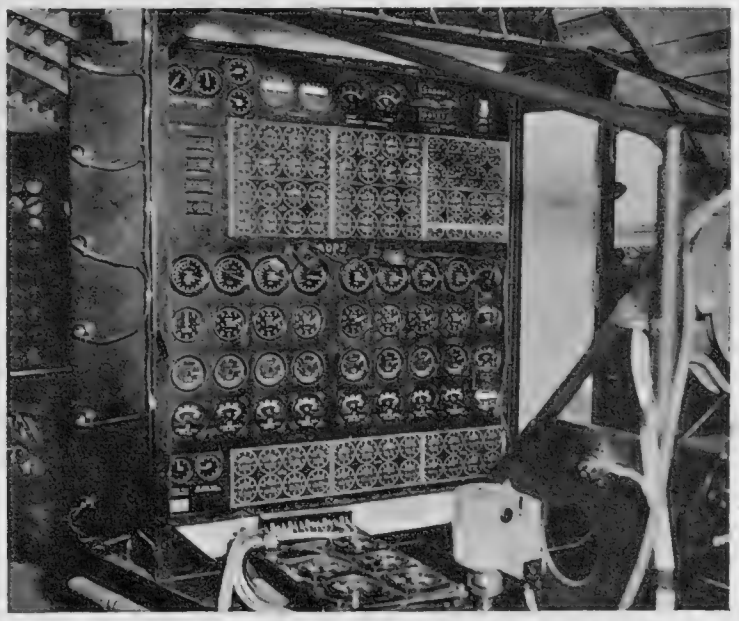
THE "QUEEN MARY" OF THE SKIES IN FLIGHT OVER LONDON AIRPORT, WHERE LAST WEEK THE 130-TON AIR-LINER TOOK OFF ON A SERIES OF PASSENGER FLIGHTS CARRYING A NUMBER OF M.P.s OVER THE METROPOLIS: After the first of the flights Mr. G. R. Strauss, the Minister of Supply, declared that: "It is not intended at present that either the Brabazon I or the Brabazon II will go on the Atlantic service, as the Comets are being developed for that." Mr. Strauss said, however, "I am convinced there is a great future for these big machines." One idea is that Brabazon I and Brabazon II should be used for trips on the Paris-London route.

INSIDE THE "BRAB"—CAPTAIN A. J. PEGG (THE TEST PILOT) AND THE MASS OF INSTRUMENT DIALS WITH WHICH HE AND HIS CREW HAVE TO DEAL: Captain Pegg has piloted the Brabazon ever since its maiden flight in 1949. In June 1950, after the air-liner had completed its first 144 flying hours, he brought it to London, making a perfect landing and using only one-third of the 3,000-yard runway. The Brabazon I has piston engines, but Brabazon II has been designed for prop jets.

Between starting the engines and arriving at the take-off point the Brabazon consumes over 80 gallons of petrol, enough to take a small car to the South of France and back. That fact in itself is sufficient indication to the layman of the magnitude of the logistic problem confronting the experts if and when they decide to put the Brabazon on a major air-line service. The original plan was to provide the Brabazon fleet with prop-jet engines enabling them to fly non-stop above the weather from London to New York, covering the 3,500 miles at an average speed of 350 m.p.h. It now seems that that plan may never come into operation, for the superiority of the Comets on long-distance passenger-carrying flights is beyond question. The Minister of Supply has clearly stated, however, that he sees a future for these big planes, and since the Brabazon demonstrated its manœuvrability on London Airport on a first visit in 1950 a giant hangar is being built for it at this terminal. The Brabazon, with Captain "Bill" Pegg at the controls, has now passed most successfully through nearly two years of flight tests. To save time in checking performance, all instrument readings have been recorded photographically or else have been plotted automatically for analysis in the flight-research laboratory. Two special types of camera were made for these dial readings, and now it is safe to say there is nothing about the performance or flight characteristics of this giant air-liner that is not known and recorded.

THE BRABAZON OVER LONDON

THE 130-TON AIR-LINER MAKES A SERIES OF PASSENGER FLIGHTS FROM LONDON AIRPORT



RANGING THE WORLD FOR HEADLINED NEWS

A SURVEY OF FOREIGN EVENTS IN PICTURES

IN THE TSHEKEDI-SERETSE DISPUTE THE SCENE ONCE AGAIN SHIFTS FROM WESTMINSTER TO SEROWE, THE CAPITAL OF THE BAMANGWATO: *Left*—Tribesmen gathered for the recent kgotla at Serowe, when they discussed the riots that had spread through the Reserve, a result of the feud which appears to have lived on among the supporters of the former Regent Tshekedi and the hereditary chief, Seretse, who themselves, both suffering banishment, have now made up their long-standing quarrel. *Right*—Keaboka, who has been acting as a British Government intermediary, seen in conversation with one of the older tribesmen, attempting to explain aspects of a hopelessly tangled situation. The purpose of the latest kgotla was to ascertain the feeling of the tribe about Tshekedi's contention that, not having been accused of any offence and not having incurred any political censure, he is unjustly exiled and should be permitted to return to the Bamangwato Reserve, there to live as a private tribesman and enjoy his possessions. Ostensibly the kgotla had no concern with Seretse, but it is hard to believe that any discussion would be possible without the hereditary chief being involved. The British Government sent three independent observers to a further kgotla last week, one of them being last year's President of the T.U.C.

THE KISAN MAZDOOR PRAJA, A NEW POLITICAL PARTY IN INDIA: Led by Acharya Kripalani, a former President of the Congress Party, which has governed India since the handing-over of power in 1947, a new political group has sprung up in opposition to Congress rule. Acharya Kripalani, a brilliant moderate, was for a long time Mahatma Gandhi's foremost lieutenant. In this picture he is addressing members of the new party. Behind him, on the wall, hangs a garlanded portrait of the Mahatma.

A TRIBAL GIFT FOR THE RIDGWAYS: As his wife looks on, General Matthew B. Ridgway, U.S. Commander-in-Chief, Far East, accepts the gift of a hand-carved black Hokkaido bear from Mrs. Saki Miyamoto, wife of Chief Miyamoto of the Miyamoto (Ainu) tribe from Northern Hokkaido, Japan, at the American Embassy in Tokio. Mrs. Miyamoto was on a goodwill visit to General and Mrs. Ridgway. The dark stain around her mouth is the result of a tribal custom—charcoal was rubbed into scratches on her face during her babyhood.

THE FLAG-DRAPED BODY OF THE LATE ADMIRAL FORREST P. SHERMAN, CHIEF OF NAVAL OPERATIONS, U.S. NAVY, BEING CARRIED ABOARD THE U.S.S. "MOUNT OLYMPUS," FLAGSHIP OF ADMIRAL ROBERT E. CARNEY, COMMANDER-IN-CHIEF ALLIED FORCES, SOUTHERN EUROPE, AT NAPLES: Admiral Sherman's death took place from heart failure on the day after his arrival in Italy to confer with Admiral Carney. After a funeral service aboard the *Mount Olympus* and the rendering of military honours, the coffin was taken to Naples Airport, placed in a special aircraft and despatched to Washington for the State funeral. The lying-in-state took place at Washington Cathedral, and subsequently the interment was at Arlington National Cemetery.

THE PROBLEM OF CHOOSING A SUCCESSOR TO THE LATE ADMIRAL SHERMAN: Last week, after the news of the sudden death of the American Chief of Naval Operations, Vice-Admiral L. D. McCormick (*right*), Vice-Chief of Naval Operations, was named as acting head of the Navy. Admiral Arthur W. Radford (*left*), Commander-in-Chief of the U.S. Pacific Fleet, was mentioned as a possible successor to Admiral Sherman. The situation is one of great difficulty, as it may be remembered that the late Admiral Sherman was chosen over the heads of nine Admirals senior to himself at a time of intense service rivalry emerging from the bigger air force programme. It is felt that many of the bitter rivalries of two years ago may now come to the fore once again.

EÑOR DON ALBERTO MARTIN ARTAJO, SPANISH MINISTER FOR FOREIGN AFFAIRS, WHO RETAINS HIS PORTFOLIO IN GENERAL FRANCO'S REVISED CABINET : Señor Artajo is one of five Ministers retained. The new Ministers include several technicians, who are known as specialists in their respective fields. Artajo will now implement the newly-announced foreign policy of Spain, which is friendship with the Western Powers and rearmament. Franco has been eager to stress that his Ministerial changes adumbrate no change in domestic policy.

MEMBERS OF THE NEW SPANISH GOVERNMENT GROUPED ROUND THE CAUDILLO AT THE PALACE OF EL PARDO, MADRID, AFTER THEY HAD ACCEPTED OFFICE : From left to right are : Gabriel Arias Salgado (Information) ; Don Joaquin Planell (Industry) ; Eduardo Gonzalez Gallarza (Air) ; Rafael Cavestany (Agriculture) ; Admiral Salvador Moreno (Navy) ; Lieut.-General Agustin Munoz Grandes (Army) ; Manuel de Arburua (Commerce) ; General Franco ; Count of Vallellano (Public Works) ; Blas Perez Gonzales (Interior) ; Jose Antonio Giron (Labour) ; Raymundo Guesta (of the Falange) ; Alberto Martin Artajo (Foreign Relations) ; Francisco Gomez y de Llano (Finance) ; Antonio Iturmendi (Justice) ; Luis Blanco (Cabinet Secretary) ; and Joaquin Ruiz Jiminez (Education).

HE BODY OF KING ABDULLAH'S ASSASSIN LIES WHERE HE FELL IN JERUSALEM'S MOSQUE OF OMAR : The assassin, Mustafa Ashu, a twenty-one-year-old Arab tailor from the Old City of Jerusalem and a member of a secret society supporting the Grand Mufti of Jerusalem, was shot down by the King's guards a moment or two after he had fired at the King at point-blank range. Seated at the table on the right are members of the police and the Arab Legion, who began at once to institute inquiries. After King Abdullah got control of the Old City of Jerusalem he made a practice of visiting it almost every week. On the Muslim Sabbath he would pray at the Mosque of Omar, which is built round the rock from which Muhammad is said to have ascended to heaven.

JUST ANOTHER MOVIE MOVE TO KEEP TELEVISION AT BAY : This spectacular picture was taken at Durango, Colorado, when two old-time trains, roaring down a stretch of narrow-gauge track in the mountains, smashed head-on. The crash was filmed as one of the big scenes in a new film entitled *The Denver and Rio Grande*, a story of the railway development era during the '80's.

UROPEAN YOUTH RALLY IN GERMANY : Dr. Herman Ehlers, President of the West German Parliament, addresses young people assembled at the historic Lorelei Rock, overlooking the Rhine near St. Goarshausen, in Germany, during a six-week meeting devoted to discussions on European Unity. Young men and women from Britain, Eire, Switzerland, Norway, France, the Netherlands, Belgium, Italy, Denmark, Luxembourg, Sweden and West Germany are attending the youth camp in the lovely country around Lorelei.

FRANCE'S GIFT TO THE WESTERN ALLIES : President Vincent Auriol gestures towards the new building of the Supreme Headquarters, Allied Powers in Europe, during a ceremony when he handed over the premises to General of the Army Eisenhower, who is standing to the right with M. Moch, Minister of National Defence. The area now occupied by the building was formerly part of the President's hunting-lodge. General Eisenhower said that this was the first time that an inter-allied headquarters had been set up in peace time with the precise object of maintaining peace and avoiding recourse to war.

KAESONG, THE CONFERENCE CITY WHERE THE DELEGATES OF THE UNITED NATIONS, OF COMMUNIST CHINA AND COMMUNIST NORTH KOREA FINALLY FASHIONED AN AGENDA AFTER A SERIES OF TEN SESSIONS PUNCTUATED BY ONE FOUR-DAY RECESS: In the foreground is the conference building, which the delegates have approached and have left by opposite doors. Kaesong lies two miles south of the 38th Parallel. It was selected by the Communists after they had rejected a meeting at Wonsan, in North Korea, in order, it was assumed, to save face.

THE BATTLE FOR AN AGENDA

AT KAESONG

Where the Delegates of the United Nations Met the Delegates of Communist China and North Korea

At the tenth session, and after a fortnight's effort, the battle for an agenda at Kaesong finally resulted in success, and this after the two truce teams had been facing each other across the green-baize table in the conference building for days on end in what seemed to be hopeless deadlock, the deadlock arising apparently over the vexed question of the withdrawal of all foreign troops from Korea. It seemed at times that the constant jockeying and manœuvring had no purpose but to gain face for the hard-hit Chinese and Koreans.

The leading negotiator on the Communist side was General Nam Il, who was accompanied by two other North Koreans, General Chang Pyong San and Major-General Lee Sang Cho. With them were two Chinese generals, Corps Commanders from the Chinese "volunteer" force.

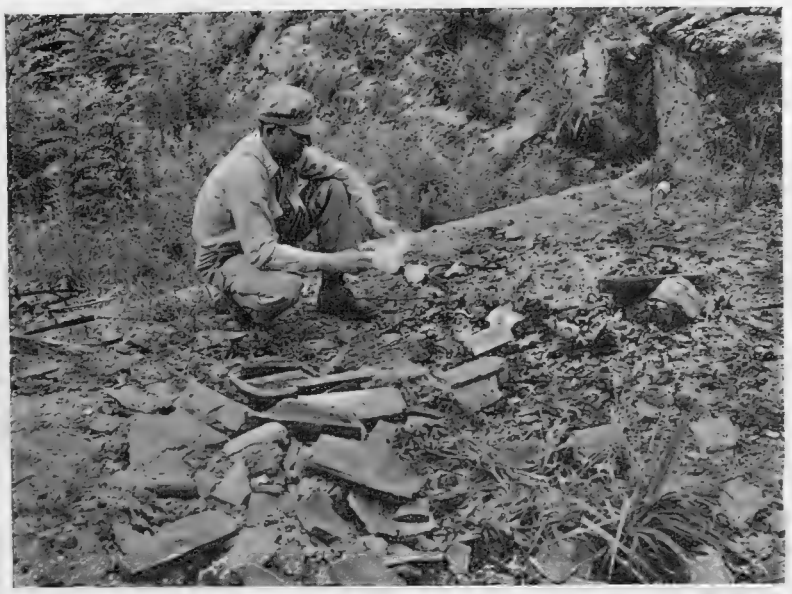
The United Nations truce team was led by the Commander of the U.S. Naval Forces in the Far East, Vice-Admiral Charles Turner Joy, who got his first taste of Pacific warfare as operations officer of the cruiser *Indianapolis* during the Battle of Bougainville. Later in the Second World War he commanded the U.S. cruiser *Louisville* and was afterwards sent to Washington as head of the U.S. Navy's Pacific Plans Division. He is a crack ordnance expert. Rear-Admiral Burke, one of his colleagues, commands U.S. Cruiser Division Five. He received his nickname of "31-knot Burke" because his invariable reply to all battle movement orders was, "I am proceeding at 31 knots." After the war he was a leader in the Navy's fight against defence unification. Major-General Craigie, Vice-Commander of the Far East Air Forces, is regarded as one of the Air Force's ablest diplomats.

THE GREEN-BAIZE TABLE IN THE CONFERENCE ROOM AT KAESONG: Across this table the delegates debated for two whole sessions before they were finally able to reach agreement on an agenda. Agreement on the agenda was reached on July 26, thus making it possible on the following day for talks to begin with a view to an actual armistice.

THE CHIEF COMMUNIST NEGOTIATOR, AN IMPRESSIVE FIGURE RESPLENDENT IN TOP-BOOTS, RED-STRIPED TROUSERS AND GOLD-BRAIDED EPAULETTES: General Nam Il, Chief of Staff, North Korean Supreme Headquarters, leaving the conference building in Kaesong. During the early sessions it was noted that General Nam Il did most of the talking on his side, the Chinese delegates remaining silent. Later, however, it was the Chinese who raised the question of the recess, which apparently paved the way to agreement on the agenda.

THE SENIOR UNITED NATIONS DELEGATE TO THE CONFERENCE: Vice-Admiral C. Turner Joy, U.S. Navy, emerging from the conference tent at the Advanced Armistice Base, where he and his colleagues returned each night and also during the four-day recess in negotiations at Kaesong.

IN THE BATTERED MARKET SQUARE IN THE CONFERENCE CITY OF KAESONG : Two Chinese soldiers are seen (centre) walking among the produce stalls. Last year Kaesong was the scene of bitter fighting when United Nations troops began to cross the 38th Parallel after the capture of Seoul, and again there was fighting there in the retreat south of the Parallel.



AFTER EACH SESSION THE RESULTS, NO DOUBT, OF LENGTHY SPELLS OF DOODLING, AND OTHER SCRAP PAPERS FROM THE KAESONG CONFERENCE ROOM HAVE BEEN TAKEN OUT AND BURNT : Here Lieutenant R. M. Hood, of the United States Army, is seen tearing up the scraps of paper before committing them to the flames in a yard behind the building.

THIS LIEUTENANT IN THE NORTH KOREAN ARMY WAS ASSIGNED AS AN INTERPRETER AT KAESONG : One American soldier who told her that he had been in Korea thirteen months received the surprising and disconcerting answer "You have lived too long."

A TRAFFIC POLICEMAN ON DUTY AT AN INTERSECTION AMID THE RUINS OF THE CONFERENCE CITY : The policeman, who carries a rifle, directs the traffic with flags. Kaesong is heavily battered, having been bombed by United Nations aircraft at various stages during the many months of the see-saw campaign up and down the peninsula.

OVER THE FIELD TELEPHONE FROM KAESONG : An officer of the North Korean Army holding a top-secret conversation from one of the rooms in the conference building.

THE COMPLETE UNITED NATIONS DELEGATION AT THE KAESONG CEASE-FIRE TALKS : From left to right (front row), Major-General L. C. Craigie ; Major-General Paik Sun Yup ; Vice-Admiral Charles Turner Joy ; Major-General Henry I. Hodes and Rear-Admiral Arleigh Burke. (Second row) Colonel D. O. Darrow ; Colonel Andrew J. Kinney ; Captain H. M. Briggs and Colonel Woodall Greene. (Third row) Colonel James C. Murray ; Lieut.-Colonel Howard S. Leuie ; Lieut.-Colonel Soo Young Lee, and Lieut.-Colonel Rollie Kolb. Colonel Kinney, of the U.S. Air Force, and Colonel Murray, of the U.S. Marine Corps, are both from General Ridgway's joint planning group in Tokyo. Rear-Admiral Arleigh Burke is Commander of U.S. Cruiser Division Five, and has the nickname "31-knot Burke." Major-General Hodes (pronounced "Hoadus") is Deputy Chief of Staff, U.S. Eighth Army. He is a former cavalryman. Major-General Paik Sun Yup is Commander of the 1st Corps of the Republic of Korea forces. He served as a lieutenant with the Japanese Army in China in the Second World War.

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THE BOYS OF THE MASAI GO TO SCHOOL

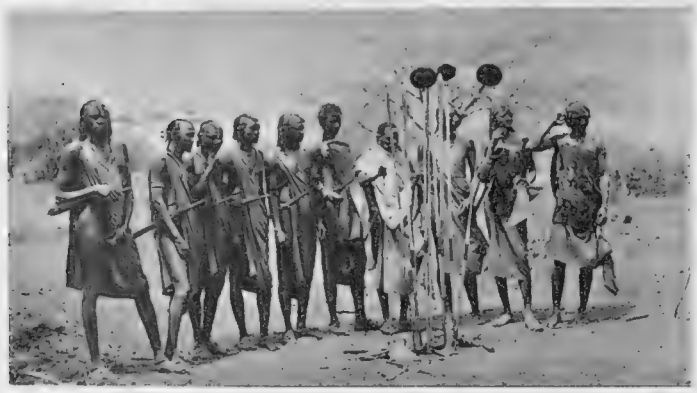
BRINGING EDUCATION TO THE YOUNG WARRIORS OF KENYA'S NATIVE ARISTOCRACY

The now celebrated Hailey report examining the progress of native administration in the British African territories has shown how, step by step, institutions of local government are being brought into being throughout the colonies, and how by a continuous process of adjustment, amid conditions of very great diversity, constantly modified in response to social and economic changes, the road to self-determination is being followed. One of the most remarkable experiments is now being undertaken among the children of the Masai warriors in the Kajiado district of Masailand, the vast native reserve to the south of Nairobi, where this once fearsome fighting tribe now dwells in pastoral peace. The object of the new day-school is to implant education without interfering with development upon the ancient tribal lines. As the pupils' homes are dotted over a huge area in Masailand, a manyatta (group of homesteads) has been set up near the school and there the boys live with their mothers during term time. The school has been built by the local Native Council, which employs three full-time teachers and also elders of the Masai, who are brought in to talk on tribal subjects. When the boys leave school they enter upon their period of Moranhood, painting their faces with red ochre and living in special manyattas until the stage of Eldership is reached. These Morans formerly had nothing to occupy their time, and there was no outlet for their natural high spirits. As a result they were often a source of trouble. Now, however, they undergo a sort of post-graduate course, being put to work on local building schemes. Thus, through their hands their education in citizenship is advanced, and when they become elders and reach the age of marriage, they can be relied on as useful members of the community.

A LESSON IN PROGRESS IN THE MAIN CLASSROOM OF THE NATIVE SCHOOL AT BISSEL, IN THE KAJIADO DISTRICT OF MASAILAND, IN KENYA : Here an old and respected elder of the Masai tribe is giving his weekly lecture on Masai history and customs. One of the three regular teachers at the school, also a member of the Masai tribe, is seen seated at his desk. The object of the new school is to bring the young warriors the benefits of education without depriving them of access to the traditional lore on which the greatness of their race was built up.

THE USE OF THE BOW AND ARROW AND THE INTRICACIES OF TRIBAL DANCING ARE INCLUDED IN THE CURRICULUM OF THE MASAI SCHOOL : *Left*—Under the eyes of the warriors the young Masai engage in practice. *Right*—A dance in progress on the football-field. The school, built by the local Native Council, accommodates fifty boys

B.A. (OXON)—POST-GRADUATE OPERATIONS IN MASAILAND : After the youths of the tribe have finished their schooling they are employed by the local Native Council. Here three of them are seen engaged in dam-building operations with the aid of oxen.



THE ADULT MASAI AT WORK AND PLAY : *Left*—A party of young warriors arriving at a dam to carry out constructional work for the local Native Council. They carry their spears as a protection against lions. Pompons on the spears indicate the peaceful intentions of the warriors. *Right*—Masai in battle-dance formation. They dress thus for their lion-hunting expeditions, their favourite recreation. In earlier times the Masai were greatly feared in East Africa and they frequently attacked caravans and hunters on safari. Now these people of Nilotic Negro stock, the native aristocrats of East Africa, have settled down to peaceful pursuits.

COASTAL EROSION IN NEW ZEALAND

A Photographer Retraces His Steps Along the Boisterous Taranaki Coast

WEATHERED BY WIND AND SEA—COMPARATIVE PICTURES REVEAL THE EXTENT OF COASTAL EROSION IN THE NORTH ISLAND OF NEW ZEALAND IN THE SPACE OF TWENTY YEARS : Recently a photographer retraced his steps along the Taranaki coast and re-photographed a distinctive rock formation. The picture *on the left* shows the scene as it was in 1931, and *the right-hand* picture shows it as it is to-day. The pinnacle of the island, it will be seen, has been reduced by nearly half its former width and now has a turreted top. In the foreground the line of rocks appears to have receded markedly. This part of the coast faces the Tasman Sea.

THE NORFOLK NATURE RESERVE WHICH THE ARMY WANTS TO TAKE OVER

AN AIR VIEW OF PART OF THE NATURE RESERVE, OWNED BY THE NORFOLK NATURALISTS' TRUST, NEAR WRETHAM, WHICH THE WAR OFFICE PROPOSES TO ABSORB IN A BATTLE-TRAINING AREA : The land forms part of the area required for the assembly and deployment of troops and vehicles about to enter the Stanford battle area. The Government were asked recently whether the reserve could be excluded from the proposed battle area.

Towards the end of June, Mr. Strachey, the War Minister, in a written reply on the use by the War Office of the nature reserve at Wretham, Norfolk, stated that the department had recently approached the Norfolk Naturalists' Trust with a view to long-term arrangements for the military use of the area. He also said that the moors, the most important part to naturalists, were out of bounds to troops. There the matter rested until Viscount Templewood asked the Government whether, in view of the great injury that would be inflicted upon bird life and nature study by the requisition of the area, they would announce the abandonment of the War Office proposal to absorb it in their battle area. He said that the district in which the reserve, which covered 370 acres, was situated was famous for its bird life in the past. It was the last home of the great bustard and was still the home of the Norfolk plover, a bird which was becoming scarce in other parts of England. The property was bought as a memorial to Dr. Sydney Long, the founder of the Norfolk Naturalists' Trust, and contained two large meres celebrated for their stock of wildfowl. It was here and in the neighbourhood where the gadwall first became an acclimatised English duck and where the first pintail nest ever recorded in England was found in 1929. Lord Pakenham said that although the Trust refused to discuss the matter he hoped that discussions would take place, as the land was indispensable to the War Office. The Marquess of Salisbury said that as the reserve, with its 60 acres of meres, formed only a small part of the battle area the matter should be reconsidered.

THE CRUDE-OIL DISTILLATION UNIT OF THE ANGLO-IRANIAN COMPANY'S NEW THAMES-SIDE REFINERY RISES ON THE BARREN LANDS OF THE ISLE OF GRAIN : In view of the Persian oil crisis it is now envisaged that 4,000,000 tons of crude oil a year will be handled at this new refinery by the Thames Estuary instead of the 2,000,000 tons originally planned for Anglo-Iranian will bring the crude oil to the Thames from Kuwait, the rich oilfield on the Arabian shores of the Persian Gulf, where it is producing large quantities of oil in conjunction with the American concern, the Gulf Oil Corporation. Anglo-Iranian made its master plan for increasing refining capacity in this country, and thus by-passing Abadan, before the Persian Government passed its oil-nationalisation law, but the plan was kept secret for fear of prejudicing negotiations with the Persians.

HOW THE LOW-LYING MARSHLAND IN THE ISLE OF GRAIN IS BEING RECLAIMED IN ORDER TO PROVIDE A SOLID LEVEL SURFACE FOR NEW PLANT AND BUILDINGS AT THE ANGLO-IRANIAN REFINERY : Water and sand are seen flowing from the open end of a pipeline. Approximately 110 acres are being raised in level by this method, the sand being transferred by barges from the estuary and then pumped into the required position in this fashion. When the water seeps away a hard level surface is left behind. The same method has been employed in South Wales on the sands near Margam steel works.

LAND RECLAMATION IN THE ISLE OF GRAIN : This network of pipes carries sand and water to the areas which are being raised in level by the pumping method described above. 10,000 cub. yards of new material are brought in each day.

ANGLO-IRANIAN HAVE A MASTER PLAN

BUILDING A THAMES-SIDE REFINERY TO DEAL WITH THE CRUDE OIL FROM KUWAIT AND TO TAKE THE PLACE OF ABADAN

The oil trouble in Persia has given a tremendous boost to crude-oil production in the prosperous little Sheikdom of Kuwait, on the Persian Gulf. Already the average output by this joint enterprise of Anglo-Iranian and the Gulf Oil Corporation is nearing 700,000 barrels a day, and at the same time Anglo-Iranian, working at the receiving end in Britain, is making all possible speed with the erection of its refinery on reclaimed marshland in the Isle of Grain in the Thames Estuary. This is only one of a number of refineries now being put up or developed around the coasts of Britain, but it is possibly of the greatest interest at the present moment because this Kentish refinery will provide the means, if events so decree, of cutting out Abadan without a tragic blow being struck at the British economy. The Isle of Grain project brings into prominence a very dreary part of the Thames Estuary, almost Dickensian in its eerie remoteness, where commercial enterprise has never flourished. At one time the railway company believed that in Port Victoria, Isle of Grain, they could create a great new Continental terminal where the Flushing steamers would dock and there would be express trains to take the passengers to London. Somehow or other that enterprise fell through, as also did the later plan to turn the Isle of Grain into a popular seaside resort, another London-by-sea rivalling the dominance of Southend, which lies opposite the island across the Estuary upon the Essex shore. Somehow the seaside project never appealed to the public, and the only memorial to that endeavour was an outsize in railway stations at All Hallows, which to-day looks oddly out-of-place amid the saltings, where the cries of the sea birds and the whistling of the wind in the reeds betoken the eerie nature of these estuary wastes.

Now, however, all is bustle amid the marshlands of Grain. There at one and the same time a mighty building and reclamation project is proceeding, with tens of thousands of tons of cubic feet of sand being pumped in to raise the level and provide adequate building foundations for the refinery. The area chosen for the refinery consists of approximately 2,000 acres, of which about 600 acres are due for immediate development. This development falls into three distinct areas: the main crude-oil processing section and a lubricating-oil section, both of which lie north of the railway line traversing the site, and a main products tank farm with its jetties, which lie south of the railway line. The refinery is planned to have the capacity to process 4,000,000 tons of crude oil per annum, with a lubricating-oil production of 140,000 tons a year. The lubricating-oil section will consist of a de-asphalting unit, a solvent extraction plant and a de-waxing and clay treatment unit. There will also be facilities for blending, packaging and despatching the lubricating oils by sea, rail or road. Additional plants for the improvement of the quality of products will be added as soon as possible. Four new deep-sea tanker jetties are to be built, in addition to a lubricating-oil jetty. The existing distribution installation belonging to the Medway Oil and Storage Company will be absorbed into the scheme.

WHERE CRUDE OIL FROM THE GUSHING FIELDS OF KUWAIT WILL BE STORED ON THE ANGLO-IRANIAN COMPANY'S TANK FARM BEFORE THE REFINING PROCESS : Giant tanks seen under construction on the Isle of Grain. These crude-oil tanks will each have a capacity of 4,000,000 imperial gallons, and Anglo-Iranian's neighbouring distillation plant will have a capacity of 80,000 barrels a day from crude oil. The steel plates forming the floors and sides of the store tanks are joined by welding processes.

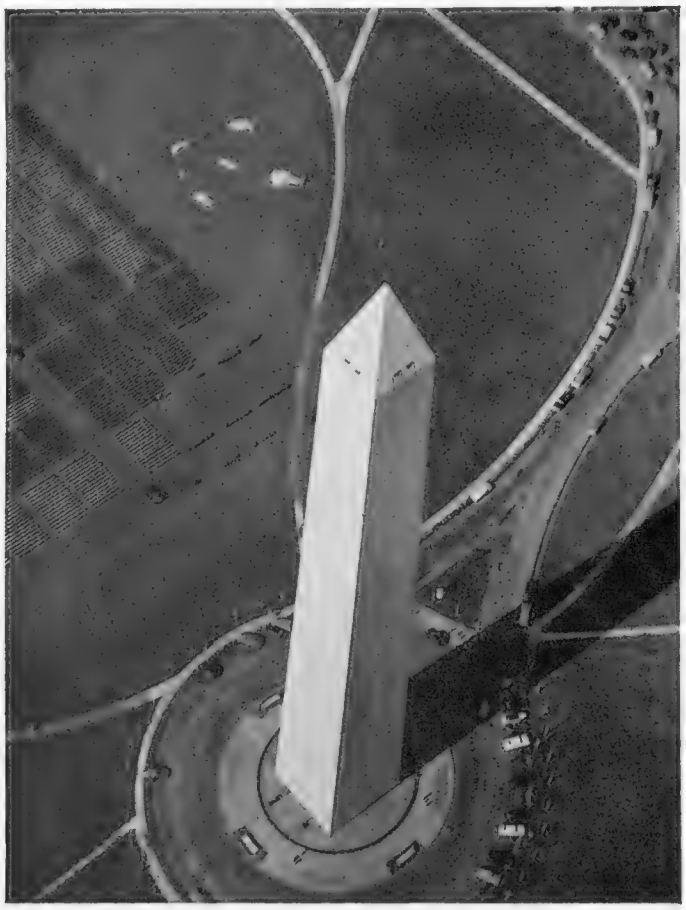
PUMPING OPERATIONS IN THE MEDWAY : Along this 24-in. discharge pipe is brought ashore the sand which has been barged up from the estuary and which is being used to raise the level of the marshlands of the Isle of Grain. About 600 acres of marshland are being reclaimed initially by this method of pumping in sand.

THE END OF THE RAILWAY LINE AT PORT VICTORIA : With the building of the refinery this line assumes a new importance. It was designed originally for the Continental traffic to London, and a line of regular steamers from Flushing was projected. The German Emperor William II used this dreary route, and after one visit he presented money to the church at Grain. The line from Port Victoria connects with Gravesend, and compared with the Sheerness route offers a saving of many miles.

THE PIPELINES SPREAD ACROSS THE MARSHLANDS WHERE THEY DEPOSIT THE SAND : Without these deposits the ground would be quite unsuitable for building operations, for the heavy welded tanks would probably sink. Some of the builders who have worked on the Isle of Grain in the past have had very costly experiences in this connection.

MAN-MADE STALAGMITES OF THE NEW WORLD

A New Oil Well in Montana and Some Famous Sights from Unusual Angles



ABOVE THE WASHINGTON MEMORIAL: An unusual view of the 555-ft. obelisk of white marble erected in Washington, D.C., as a national memorial to George Washington. The rows of chairs on the left were set up for a special event. Visitors to the Washington Memorial may climb to the top, from where they can see the national cemetery on Arlington Heights.

THE U.S. FEDERAL CAPITAL: This air-photo of the down-town area of Washington, D.C., showing Government buildings, looks west from the intersection of Constitution Avenue (left) and Pennsylvania Avenue. On the lower left is a part of the National Gallery of Art. The circle in the lower centre of the picture is a fence enclosing a memorial to Andrew Mellon, the well-known American financier who was once the U.S. Ambassador to England. In the centre is the Apex Building, which houses the offices of the Federal Trade Commission.

TESTING AN AEROPLANE BEACON 1,472 FT. ABOVE THE STREET: The steeplejacks in this picture are at work on the television mast which was completed recently on top of New York's Empire State Building. This skyscraper now has a total height of 1,472 ft. and is still the tallest building in the world. Like mountain climbers the workmen are tied together for safety in case one of them should black out. Manhattan island, on which New York's skyscrapers stand, is of solid rock.

A NEW OIL WELL IN MONTANA: This view of a new Shell Oil Company well in Montana, one of the north-western states of the American Union, shows the steel drilling tower and the "slush pit," the dark patch in the picture, from which water and mud are taken for drilling. The possibility of an important new oil-producing area in the Williston basin of Montana and the Dakotas has been indicated by the company's recent discovery of oil in this spot.

THE STING OF THE SCORPION : The most heavily-armed, all-weather interceptor fighter of the U.S. forces, the Northrup F 89 Scorpion, fires its rocket missiles during a test flight. The F 89 is of fairly conventional design, a mid-wing plane fitted with a tricycle landing gear. The power plant consists of two Allison jet engines and the plane carries a crew of two in its pressurised cockpit. In addition to its six 20-mm. cannon, the plane has provision for sixteen rockets, and carries comprehensive radar and night- and bad-weather-fighting equipment. Details of its performance are still secret, but it is known that the Scorpion is in the 600-m.p.h. class.

NEW SHAPES IN THE SKY

New Aircraft Designs in Britain and the U.S.A.; and the Gliding Championships in Derbyshire

BRITAIN'S NEW PLANE OF THE FUTURE MAKES ITS FIRST FLIGHT SUCCESSFULLY : Claimed by its test pilot, Mr. R. J. Falk, to be the prototype design for aircraft of the future, this triangular-shaped plane, the Avro Aircraft Company's 707 A, made its first flight recently. The result of five years' work in laboratory and drawing office, the 707 A, looking like a boy's paper dart, is a research plane believed to be designed to test for the shape of a highly unorthodox, faster-than-sound, long-range bomber that could stow fuel, bombs and crew entirely within its wing. The new design will produce the lowest possible drag and a very high degree of manœuvrability at high altitudes. The 707 A, which has a wing span of 34 ft. 2 ins. and an overall length of 42 ft. 9 ins., is powered by a single Rolls-Royce Derwent jet engine. The pilot's cockpit, in the nose, is fitted with an ejector seat.

TWO PISTON ENGINES AND A JET-ASSISTED TAKE-OFF UNIT HURL AN "ALBATROSS" AMPHIBIAN INTO THE SKY : The aircraft is a rescue plane of the Second Air Rescue Squadron of the American Air Force. It is one of five assigned to the Okinawa-based squadron for emergency assistance to Far East Air Forces B 29 Superfort crews who make daily flights to enemy targets in Korea. The assisted take-off almost matches that of a jet fighter.

THE NATIONAL GLIDING CHAMPIONSHIPS AT GREAT HUCKLOW, DERBYSHIRE : Sightseers from many parts of the country watch a glider rise from the ground during a competition of the British Gliding Association's National Gliding Championships, held at Camphill, Great Hucklow. The Services were well represented among the entries; the Royal Air Force had ten machines, the Royal Navy two, and the Army Gliding Club one. Three of the R.A.F. machines were two-seater Sedberghs entered by the Air Training Corps, and one of these was taken 27 miles across country by Flight-Lieutenant A. D. Piggott and Mr. H. R. Watson. On the first day of the nine-day contests, a special prize was awarded Mr. G. H. Stephenson, who, flying the new Slingsby Sky sailplane, climbed to 7,300 ft. above take-off level.

CANTERBURY'S STAINED GLASS

Mr. Samuel Caldwell and His Artists at Work on the Restoration of the Cathedral's Windows

The stained glass of Canterbury Cathedral, Mother Church of the Anglican Communion, is now in a well-advanced state of restoration after its removal during the war. Although the Cathedral itself had a most fortunate escape from bombing, it is doubtful if the magnificent twelfth- and thirteenth-century stained glass would have survived the concussion during the devastating raids. As it was, twenty-two windows were stored for safety in the crypt and vaults, and now, under the supervision of Mr. Samuel Caldwell, the glass is being restored to its rightful place. Having been responsible for their removal, Mr. Caldwell can remember without reference where nearly every section of the 1,008 panels fits in. Mr. Caldwell, who for thirty years or so has been glazier to the Dean and Chapter, is the third generation of his family to look after the Cathedral's glass. Of the other more modern windows which were left in the Cathedral, many were badly damaged by bombs falling in the precincts. Mr. Caldwell is also responsible for the remaking of the damaged windows.

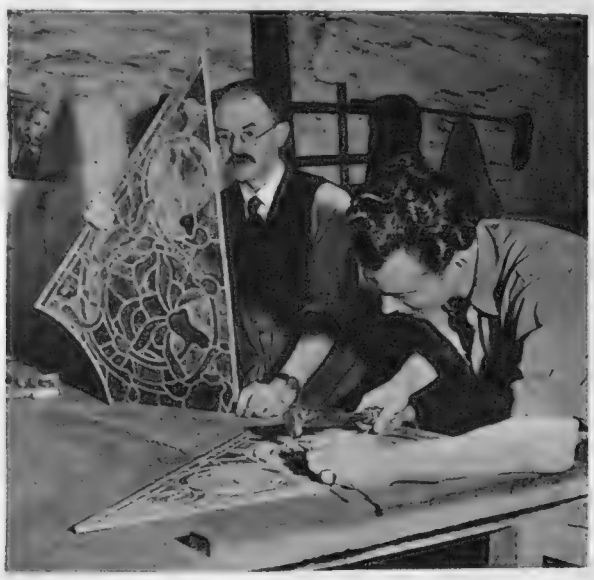
The three remaining medallion windows in the Trinity Chapel—there were originally twelve—are the most important survivals of early thirteenth-century glass in the country. Two have been patched up with the remaining parts of others and the third, which depicts the Crucifixion, Entombment, Resurrection and Ascension of Our Lord, and the Descent of the Holy Ghost at Pentecost contains a certain amount of new glass. Another notable example of early craftsmanship is the West window of the nave.

The restoration of the fabric of the Cathedral is also going ahead and marked progress is being made. It will be remembered that in 1947 Mr. Thomas W. Lamont, a partner in a New York firm, made a gift to the Cathedral of £124,000. The gift was, in the donor's words, "entirely unsolicited"—a spontaneous recognition by an American citizen of the pressing need of "a shrine and a building which are the heritage of the whole Christian world."

UNDER THE GUIDANCE OF MR. CALDWELL ARTISTS PREPARE NEW STAINED-GLASS WINDOWS FOR CANTERBURY CATHEDRAL: A general view of the stained-glass workshops at Canterbury, showing two of the artists and eighty-nine-year-old Mr. Samuel Caldwell at work on the glass for the Cathedral. The Caldwell family has looked after the Cathedral glass for three generations. At the moment Mr. Caldwell and his artists are busy repairing glass and remaking damaged windows. Although twenty-two windows were removed from the Cathedral during the war and stored away for safe keeping, many others were damaged during the bombing.

IN THE OLD CATHEDRAL CITY OF CANTERBURY: The view from one of the windows of the Old Weavers' House, showing King's Bridge. Canterbury was very badly damaged during the war. On May 31, 1942, German bombers came in over the South Coast, and with dramatic suddenness turned their attention on Canterbury, and in that and subsequent raids destroyed the shopping centre and much of the city. By some miracle the Cathedral, ringed with high explosive and incendiaries, remained substantially intact. After the war it was estimated that £300,000 would be required for the repairs to the Cathedral and its precincts.

LEAD IS CAST INTO STRIPS AT MR. CALDWELL'S CANTERBURY WORKSHOPS: This is finally bent to various shapes to take the pieces of stained glass and to make the familiar tracery of pattern in the windows.



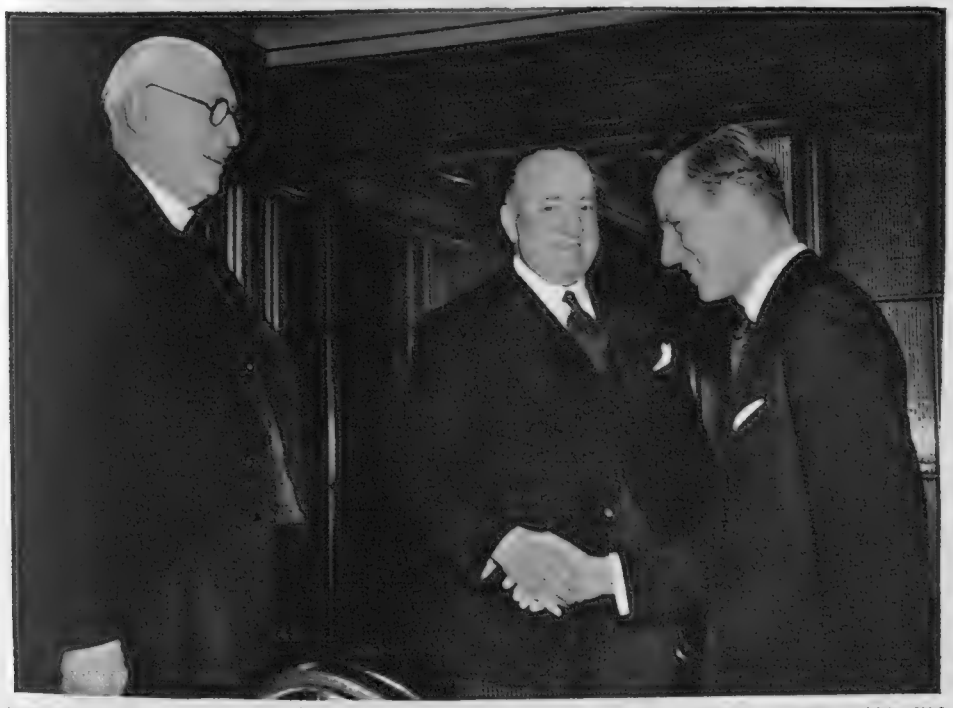
BUSY DAYS IN THE STAINED-GLASS WORKSHOPS: *Left*—Mr. Easton, who has been at the Canterbury stained-glass workshops for forty-five years, examines a finished panel, while his assistant is busy with the soldering iron. The finished panels are of varying shapes and sizes. *Centre*—Mr. Easton is seen cutting out glass prior to painting. *Right*—Stained-glass workers Mr. Tooke and Mr. West hand-painting glass which is almost ready for insertion into a window of the Cathedral.

ROYAL OCCASIONS

The King and His Family in a Round of Engagements in London and Norfolk

THE KING AND QUEEN "AT HOME" TO A PARTY OF BLIND PEOPLE FROM FELIXSTOWE: Their Majesties are seen with Mr. G. Hildebrand, Chairman of the National Federation of the Blind, during the party given in the leafy grounds of Sandringham, which were open to the public for the first time in two years. Looking well after his illness, which has kept him out of public engagements for some time, the King carried a thumb stick as he moved among his guests in the gardens. The Queen carried a parasol. Standing just behind the Royal party is Crackers, one of the Queen's corgis, a constant companion.

THE PRINCESSES GO TO A POLO MATCH—PRINCESS ELIZABETH AND PRINCESS MARGARET WALKING TOWARDS THE STABLES DURING THEIR VISIT TO ROEHAMPTON: Their Royal Highnesses, together with the Duke of Edinburgh, saw Hurlingham beat the Argentine team, La Espadaña, by 6 goals to 3 in the second representative match for the Festival Cup. The trophy was presented to the winning team by Princess Elizabeth. At the end of the first half Hurlingham were leading by 3 goals to nil, in spite of the fact that the Argentinos had had the better of a rather sticky first chukka. After half-time the Argentine team came back at Hurlingham in the fourth and fifth chukkas, when they were only one goal behind, but in the last Balding settled the issue with two goals.



THE DUKE OF EDINBURGH PRESIDES FOR THE FIRST TIME AT THE ANNUAL GENERAL MEETING OF THE AUTOMOBILE ASSOCIATION: On arrival at the meeting the Duke is greeted by Mr. W. V. Gibson, the A.A. Secretary, and the Chairman, the Rev. Canon F. W. Hassard-Short. Later, when speaking at a luncheon given by the A.A., the Duke said that the lighting of some commercial vehicles was deplorable. "For the law-makers of this country," he said, "to allow these monsters to go about, sometimes with only a pin-point of light behind them, generally covered with mud, is really a menace to the average motorist." His Royal Highness, having referred to the fact that of all European countries Britain was the only one without a road-racing circuit, said that road racing improved the design and reliability of motor engines, and until we had a closed road-racing circuit in this country we should be a long way behind. The Chairman announced at the annual meeting that the Automobile Association membership was now 1,190,700.

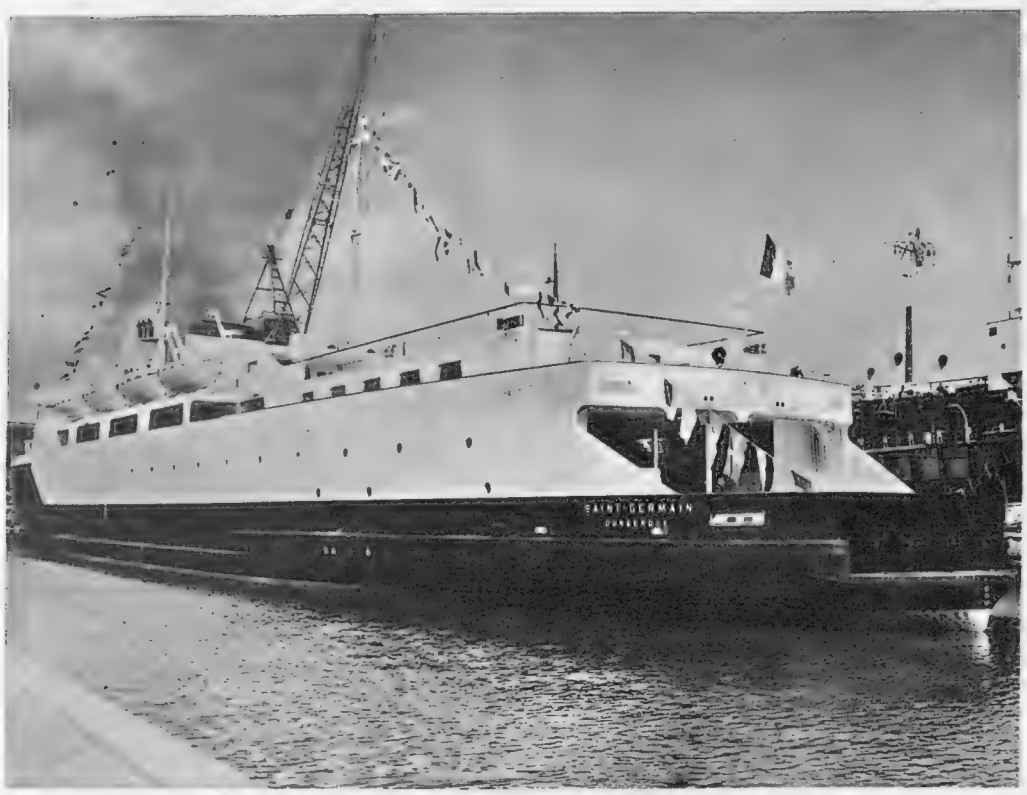
THE QUEEN OPENS THE RESTORED GUILDHALL OF ST. GEORGE, KING'S LYNN: Her Majesty, as Patron of the Town's Festival of Britain celebration, is seen speaking during the opening ceremony. The Guildhall, which can be claimed to be the oldest largest surviving medieval building of its kind in the country since the Guildhalls of London and York were destroyed in the war, still has its original massive trussed rafter roof. It was bought by Mr. A. P. D. Penrose, of Bradenham Hall, in 1945 in the hope that some use for it could be found. At that time it was in a very dilapidated condition. In the course of her speech the Queen told her audience: "There still remain in this lovely land of ours towns and villages that retain their character as sturdily to-day as when our forefathers built them."

DOWN TO THE SEA

NEW SHIPS FROM BRITISH AND CONTINENTAL SHIP-YARDS; AND A STRANGE RUSSIAN SHIP IN EUROPEAN WATERS

THE SHIP WITH ONE OF THE MOST UNUSUAL FUNNELS EVER SEEN AT SOUTHAMPTON—THE NEW HOLLAND-AMERICA LINER "RYNDAM" CALLS AT THE PORT DURING HER MAIDEN VOYAGE TO NEW YORK: *Left*—The 15,014-ton *Ryndam* arriving at Southampton en route to America. When the keel was laid down the ship was to have been an 11,200-ton freighter, but on the suggestion of the daughter of the Company's director, the vessel was changed into a 15,014-ton liner for emigrants with first-class conditions at an inexpensive rate. The minimum fare to America is £59. *Right*—The unusual feature of the vessel is the narrow funnel, which resembles an aircraft wing standing on end. It was designed by a French professor, who claims to have solved the problem of smoke abatement. The ship was finished three months ahead of schedule and made her maiden voyage to New York in mid-July.

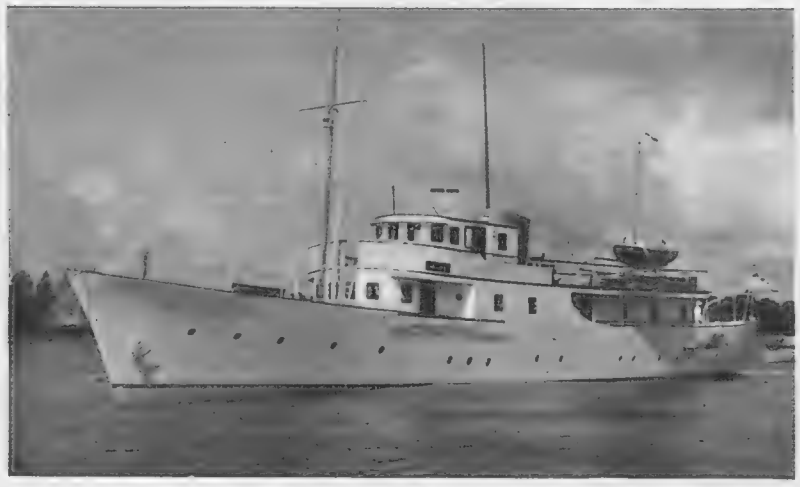
A MYSTERIOUS RUSSIAN SHIP IS TOWED BY TWO TUGS THROUGH THE NARROW SOUND WHICH SEPARATES DENMARK FROM SWEDEN: This picture was taken as the two small tugs were seen towing the curiously rigged vessel on a southerly course through the Sound. Although many seamen speaking from experience could not accurately describe the ship's use, it was thought that the ship might have been a salvage vessel for raising sunken ships or submarines from the seabed.



TWO NEW SHIPS FOR FRANCE—THE DELIVERY OF THE WORLD'S BIGGEST RAIL-FERRY AND AN OCEAN-GOING LINER LEAVES THE SLIPWAY: *Left*—The new cross-Channel rail-ferry *St. Germain*, which was handed over to the French State Railways in a brief ceremony at Elsinore Shipyard, Denmark, where she was launched some months ago. The ferry has been built to ply between Dunkirk and Dover. She was named *St. Germain* by Madame Armand, wife of the General Manager of the French State Railways. *Right*—The *Bretagne*, the new liner of the Société Generale des Transports-Maritimes, leaving the slipway after her launching at Saint-Nazaire. The new liner is being built for the Bordeaux-South American run.

THE LARGEST VESSEL EVER BUILT FOR ELLERMAN LINES LIMITED—THE 21,000-TON "CITY OF BRISBANE" IN THE FITTING-OUT BASIN AFTER HER LAUNCHING AT BIRKENHEAD: The ship is being built by Messrs. Cammell Laird and Company and has a length of over 520 ft., a beam of 71 ft. and a depth of 45 ft. The vessel when completed will displace 21,000 tons and will have approximately one-fifth of her cargo space insulated and fitted for the carriage of fruit and frozen cargoes, including chilled meat. She will be powered by double-reduction geared turbines driving a single screw which will develop 13,000 s.h.p. to give a speed of 18 knots. The *City of Brisbane* is expected to be ready for her maiden voyage to Australia in November. The launching ceremony at Birkenhead was performed by Mrs. D. Martin-Jenkins, wife of Mr. D. Martin-Jenkins, a director of Ellerman Lines. She was accompanied by Mr. Robert Johnson of Cammell Laird, and by Mr. A. F. Hull, Chairman and Managing Director of Ellerman Lines.

A NEW ADDITION TO THE CROSS-CHANNEL FLEET OF BRITISH RAILWAYS—THE "NORMANNIA" TAKES THE WATER AFTER HER LAUNCHING AT DUMBARTON: The new 3,800-ton vessel, which is being built by William Denny and Brothers, will replace her own namesake, sunk by enemy action off Dunkirk in 1940. The old *Normannia* was one of thirty-eight vessels which the railways lost by enemy action. The new vessel is one of thirteen now under construction for the British Railways' cross-Channel fleet; sixteen others have already joined the fleet. *Normannia*, a twin-screw turbine steamer, designed to carry approximately 1,400 passengers and a crew of 67, is fitted with the Denny-Bonn stabiliser. Her speed fully loaded is estimated at 19½ knots. The naming ceremony was performed by the Hon. Pamela Hurcomb.



THE 217-TON TWIN-SCREW STEEL MOTOR YACHT "DELANEIRA," WHICH HAS BEEN BUILT BY VOSPER'S OF PORTSMOUTH FOR COLONEL THE HON. J. J. ASTOR: So far as can be ascertained, she is the largest craft of her type to be built in this country since the war. She has an overall length of 125 ft. and a breadth of 20 ft. 9 ins. Construction generally is of steel with decks, weather doors and deck lockers of teak and the main mast, boat booms, topmast and signal mast of Oregon pine. The accommodation comprises the owner's sleeping cabin and the saloon, which are situated on the upper deck; the captain's cabin on the main deck; the dining-room; six other staterooms and four bathrooms, and quarters for a total of ten officers and crew. The machinery consists of twin British Polar engines capable of developing 320 b.h.p. at 500 r.p.m. Although the designed speed of the vessel was 12¾ knots, she achieved 12·9 knots when on trial.

THE S.S. "FERDINAND DE LESSEPS" IS NAMED BY THE GRAND-DAUGHTER OF THE ENGINEER: The 10,000-ton passenger-cargo liner, built for the Compagnie des Messageries Maritimes and destined for service on the Madagascar-Far East run, leaves the slipway after the naming ceremony at the Chantiers de la Gironde Yards, Bordeaux. Named after the French engineer of the Suez Canal, the new ship was launched by the Countess of Regossiere. The vessel will have a cruising speed of 17 knots, with a capacity of 6,000 tons of cargo and 200 first- and second-class passengers, with an additional 294 passengers in steerage.

THE FIRST OF THREE SISTER-SHIPS UNDER CONSTRUCTION FOR THE CLAN LINE: The *Clan Macintosh* is towed to the fitting-out basin after being launched by the Dowager Countess Jellicoe from John Brown's Shipyard at Clydebank. This is the first ship to be built for the Company at an outside yard for many years. Another ship is being built at Greenock. The gross tonnage of the *Clan Macintosh* is about 6,600 and her length 438 ft. She is designed for the carriage of general cargo, but has accommodation for twelve passengers. She is propelled by a single Brown-Doxford Diesel engine and is designed for a speed of 15 knots. After the launch the *Clan Macintosh* slewed in a gust of wind and grazed the hull of the new tanker *Clydewater* in the fitting-out basin.

ON THE HOME STRETCH—THE FIRST ROUND OF THE BRITISH-AMERICAN CUP RACES AT COWES, ISLE OF WIGHT: With spinnakers billowing in the breeze, these four yachts—(from left to right) *Circe*, *Johan* (both of Britain), *Llanoria* (U.S.A.), and *Marletta* (Britain)—have rounded the North-East Gurnord buoy and are now heading for Cowes on the home stretch of the first round in the British-American Cup Races. The trophy, presented by the Seawanhaka Corinthian Yacht Club of America to replace the cup won outright by the Americans in 1949, is awarded to the first team to win four races in the series. In the first round Britain gained 13½ points and America 8 points, but in the second the position was reversed.

HIGH SUMMER IN ENGLAND

HOME NEWS WITH A FESTIVAL FLAVOUR

PREPARING FOR A FESTIVAL OF BRITAIN OCCASION AT WENSLEYDALE, YORKSHIRE—A REHEARSAL OF THE BOLTON CASTLE FESTIVAL: This is the banquet scene of the plays and tableaux of historical characters and events, which formed part of the Bolton Castle Festival. The characters from left to right of the table in the foreground are: Catherine, wife of the eighth Lord Scrope; the Abbot of Jervaux; Mary Queen of Scots; and Richard, Lord Scrope.

THE ALNWICK AND DISTRICT SCHOOLS PAGEANT AT ALNWICK CASTLE, NORTHUMBERLAND: Princess Margaret Tudor (played by sixteen-year-old schoolgirl Jean Lamprey) and her retinue walk in procession through Alnwick Castle, during a rehearsal of the pageant in which 500 children took part. The Princess was on her way to marry King James IV of Scotland. When she arrived on her charger the Princess was welcomed at Hotspur Tower with a fanfare of trumpets and escorted to the Castle by the eighteen-year-old Sir Richard Grey (Arthur Murray). On July 24 the pageant was seen by 2,000 children.

YACHT-RACING AT COWES ON A COLD, GREY SEA: *Firecracker*, one of the American yachts in the British-American Cup Races, skims over the water at a cracking pace after rounding one of the marks in the first circuit of the race. The helmsman is Mr. H. F. Whiton, captain of the U.S. team. On the first day *Firecracker* gained one point and on the second day 5 points. The method of scoring in each individual race was that the first boat to finish scored 6½ points, the second 5 points, and so on down. The British yachts fared better during the heavy weather.

EXCAVATING A 10,000-YEAR-OLD FLOOR : Dr. Grahame Clark (left), of Cambridge University, with two of his principal assistants at work on the excavation of felled birch trees which, consolidated with stones and clay, formed a primitive floor 10,000 years ago. The site is at Star Carr, Seamer, near Scarborough, where excavations have been going on since 1949 on what was once the shore of a lake in the Vale of Pickering. Dog bones, the remains of a paddle and a barbed spear-head, made from a red deer's antler, are among other relics which have been found. Much of the work has to be done with the bare hands, for only fingers are sensitive enough to discover fragile objects lying in the hard earth. Dr. Clark, who has a number of students of archæology working with him, has recently made important progress in these excavations of prehistoric British life.

THE DANISH FRIGATE "HOLGER DANSKE" IN THE POOL OF LONDON : With the dome of St. Paul's and (right) the Monument among buildings in the background, the *Holger Danske* lies moored to a buoy above Tower Bridge. Commanded by Commodore G. Paulsen, the frigate, a training-vessel, has on board thirty-five midshipmen and cadets. Calls were to be exchanged with the Lord Mayor of London and the Commander-in-Chief the Nore. The *Holger Danske* is the former H.M.S. *Monnow*, one of two R.N. ships purchased and used for training purposes by the Danish Navy. The other was the famous H.M.S *Annan*.

THE BRITISH TEAM FOR THE WIGHTMAN CUP LEAVE FOR THE U.S.A. : America has held the Wightman Lawn Tennis Cup since 1930 and last year England was beaten in the competition 7—0. But Britain's 1951 team look optimistic enough as they line the rail of the liner *Mauretania* before leaving Southampton for the U.S. They are, left to right, Miss H. M. Fletcher (Derby) ; Pat Ward (Guildford) ; Mrs. Jean Walker-Smith (Bournemouth) ; Mrs. D. F. Shepherd-Barron (non-playing captain from Chelsea) ; Miss Kay Tuckey (Bournemouth) ; Jean Quertier (Wimbledon) ; Joy Mottram and her husband, Tony Mottram, who is going over to compete in American tournaments. They take with them a floral tennis racket, gift from a well-wisher.

A FESTIVAL DINNER FOR MR. PICKWICK : Mr. Bumble (left), Mrs. Gamp and Mr. Pickwick at a Dickens dinner given last week at the South Bank Exhibition. The Fat Boy, too, was there ; the 1851-style dinner, with forty items on the menu, must have satisfied even him. Some of the fare was sent by the Dickensian Fellowship in America, and the menu included salmon and stewed eels, sirloin of beef, roast partridges, grouse pie, and Christmas pudding and brandy sauce. The drinks included milk punch, hock, ales and punch. It was organised by the Dickens Fellowship and the Wine and Food Society "to welcome Charles Dickens to the 1951 Festival." Charles Dickens, impersonated by Mr. Bransby Williams, and other Dickens characters drove to the dinner in a coach from the Dickens house.

GLYNDEBOURNE OPERA TELEVISED FOR THE FIRST TIME : A scene from Mozart's *Cosi Fan Tutte*, which was sung in the original Italian, by an international cast in the special production for the B.B.C.'s television programme. Left to right are English Richard Lewis as Ferrando ; Yugoslavian Marko Rothmüller as Guglielmo ; Swedish Isa Quensel as Despina ; Yugoslavian Sena Jurinac as Fiordiligi ; American Alice Howland as Dorabella ; and Italian Sesto Bruscantini as Don Alfonso. The transmission proved highly successful and viewers were taken into the famous gardens, during the interval, to see and hear interviews with members of the staff. Special lines were put up to carry the programme fifty miles to the transmitting station, using three portable micro-wave links.

A DRESS OCCASION AT VICTORIA STATION : Glyndebourne opera-goers were in evening dress at four o'clock in the afternoon, when they took the special train to Lewes on the occasion of the first televised Glyndebourne opera. Many in the audience were guests of the B.B.C.

DEEPENING AND LENGTHENING

LOCH BENEVEAN

An Important New Stage in the North of Scotland Hydro Electric Board's Glen Affric Power Scheme

SIR HUGH MACKENZIE AT THE CONTROLS : A member of the North of Scotland Hydro Electric Board seen in the generating station at Fasnakyle after setting in motion the first of the three 22,000-kilowatt generators supplied by water from the reservoir created by the recently completed Benevean Dam.

Fasnakyle, the main station of the Glen Affric power project, is now delivering current, and it is expected that full output—66,000 kilowatts from three identical machines—will be available about the end of the year. The coming of the industrial age in Inverness-shire, as in other parts of Scotland, is not, however, bringing natural disfigurement in its train. Very much to the contrary, indeed, and the raising of the level of Loch Benevean, by the erection of a dam 88 ft. high and 516 ft. long, set in the gorge at the end of the loch, must be accounted a positive addition to the amenities of Glen Affric, an area that will eventually be part of the Affric National Park. Through the woods, on the north shore of Loch Benevean, the North of Scotland Hydro Electric Board has provided a motor road which commands fine views of the tree-studded islands and of much of the high ground to the west.

THE NEW LOCH BENEVEAN WHICH HAS BEEN DEEPENED BY 30 FT. AND LENGTHENED BY FIVE MILES BY THE CONSTRUCTION OF THE BENEVEAN DAM : This view shows where the old road has been cut off by the flooding. The new level of Loch Benevean will be preserved and the loch, with its newly-created tree-studded islands, is more than ever a place of natural beauty.

ONE OF THE TREE-STUDDED ISLANDS IN LOCH BENEVEAN : The waters of the loch, now raised 30 ft., lap round the summit of what was once a small hill, creating a scene of great beauty. In the foreground is part of the old road now leading straight into the loch.

THE END OF THE ROAD : The old highway enters the waters of Loch Benevean, a reminder of the tremendous change that has been wrought in this part of Inverness-shire.

THE BADENOCH AND ROTHIEMURCUS HIGHLAND GAMES, MARKING THE OPENING OF KINGUSSIE FESTIVAL WEEK, ARE HELD IN THE DELL AT KINGUSSIE, INVERNESS-SHIRE : *Left*—A view of the gathering in The Dell, a modest concourse by comparison with the great occasions at Braemar and Aboyne, but one evoking tremendous local enthusiasm. Kingussie, in the heart of the Badenoch district, stands on the left bank of the Spey and amid some of the most glorious scenery in Central Scotland. *Right*—James Mackenzie, of Aberdeen, dancing the Highland Fling at Kingussie. At this year's Games £250 in prize-money was offered and competition was keen.

THE HIGHWAY over THE ALPS

The Grossglockner High Alpine Road in Austria Linking Salzburg with Carinthia

One of the finest and, from the point of view of the engineering difficulties its construction involved, most extraordinary roads in all Europe is the high alpine Grossglockner road in Austria, which connects Zell am See in Salzburg to Heiligenblut, a town in Carinthia far to the south.

The road is the work of an Austrian engineer, Herr Oberbaurat Wallack, and was opened in August 1935 after five years' work costing £1,000,000 and employing over 3,200 navvies, some of whom gave their lives among the cold winds of the snowy peaks and high passes, so that the road could be built. At one point a tunnel some 300 yards long had to be blasted through the solid rock.

Grossglockner road, named after the highest peak of the mountain chain it intersects, was of obvious importance in military strategics. In peace-time it offers to thousands of European and American tourists mountain scenery almost without parallel even among the Alps.

With its scores of sharp bends, the road cuts through the biggest mountain chain of the Alps, past the everlasting ice and snow of many glaciers, and finally winds round the 12,860-ft.-high Grossglockner mountain.

On some stretches the road is as high as 8,500 ft. above sea-level, and on the way from the green lowlands to the icy deserts high up, each bend presents the traveller with a new, grandiose view of the snow-covered summits of the Alps or a bird's-eye view of the tiny villages far below.

Maintenance costs of the road are so high that everyone travelling on it must pay sixteen Austrian shillings. Only for a few months of the year are the higher regions of the road free from ice and snow.

HAIRPIN BEND ON THE MOUNTAINSIDE : This 180-deg. turn on the Grossglockner road, cutting 30 miles through the biggest mountain chain of the Alps, is one of many on the remarkable highway. Built between 1930 and 1935 by the engineer Herr Oberbaurat Wallack, the Grossglockner road cuts through the Alps from Zell am See to Heiligenblut, Carinthia.

EXPLORING AN ALPINE GLACIER : Tourists, travelling the Grossglockner road, walk about on the eternal ice of one of the Alpine glaciers. These unplumbed, century-old cracks in the glacier extend for about a mile.

THE KAISER FRANZ JOSEF HAUS—A MOUNTAIN HOTEL ON THE GROSSGLOCKNER : Clinging to the mountainside beneath the precipitous, snow-clad peaks of the Austrian Alps, the little hotel caters for tourists travelling the Grossglockner road.

A MAGNIFICENT VIEW FROM THE GROSSGLOCKNER ROAD : Tourists in their open-roofed coaches pause to look across the lovely forest-clad slopes of the Heiligenblut valley near the southern end of the famous road.

TOURISTS LOOK DOWN UPON THE CLOUDS DRIFTING THROUGH THE PASS : In the right background is the stone chapel built to commemorate those workers who died during the construction of the Grossglockner. 3,200 navvies were employed on the road.

ANIMAL PARADE

A Page of Zoological Appeal

"THEY SAY THE OWL WAS A BAKER'S DAUGHTER": But this grave bird, peering cautiously around a corner at the London Zoo, had no comment to make on the mad Ophelia's enigma. Perhaps he had never heard of it, anyway, for he is an Abyssinian Spotted Owl, recently brought to this country by an official of the Department of Agriculture, Northern Nigeria. Like his English cousins, the barn and tawny owls, his sharp beak and muted wings do much to keep down rats and other pests which do so much damage to food crops and stores

PLAYMATES IN THE ARMS OF MORPHEUS: Jocko, a six-month-old monke from Java, and Twinkle, his canine playmate, dead beat after long and hectic day amusing, harassing and delighting their Ne York owner, fall sound asleep on the divan, snuggled up warml together. Who knows what secret mischiefs they dream t together?—there's a big box of face-powder in the bedroo drawer which would look wonderful scattered all over the carpe And what about that new tin of green paint intended for the garage Just the thing to pour on the milkman's head in the morning

A BABY WHO'LL PROGRESS BY LEAPS AND BOUNDS: A female kangaroo, one of twins born at a New York zoo, is thriving in a laboratory incubator. The mother's pouch is simulated with a towel kept warm by an electric bulb. Twins in the kangaroo family are very rare, and it is seldom that both survive. In this case the female of the pair had been ejected from her mother's pouch by her more vigorous brother. In the wild she would have quickly died, for baby kangaroos are not born fully developed and spend in the mother's pouch a period when other mammals are still within the womb. But Dr. Leonard Goss, at the animal hospital, has seen to it that she gets every chance of survival.

ORPHAN OF THE STORM: Holidaymakers on the beach at Whitstable, Kent, were delighted when this baby seal arrived all alone with the tide. One small boy offered it some milk, but baby wasn't tempted. It was taken out to sea twice, but returned each time.

"NEVER MIND, IT'S NEARLY DINNER-TIME!": Tosh, a common seal at the London Zoo, turns on his soft-eyed appeal to hurry the keeper, who should be along any minute with his dinner. Fish, of course; for every day's a Friday for members of the huge seal family.

THE TOXOPHILITES' "BISLEY"

Exponents of Archery Taking Part in the United Kingdom Championships Held at Worcester College Cricket Ground, Oxford

TOXOPHILITES ON PARADE—MEMBERS OF THE GRAND NATIONAL ARCHERY SOCIETY HOLD A THREE-DAY MEETING FOR THE UNITED KINGDOM CHAMPIONSHIPS, AT WORCESTER COLLEGE CRICKET GROUND, OXFORD: *Left*—A general view of the first round of the Hertford Championship on the first day of the meeting, when there was a record entry of ninety-five men shooting at 100 yards and eighty-five women shooting at 80 yards. *Right*—Captain J. G. P. Ingham, R.N., of R.T.S. and Hertfordshire, taking aim during the meeting at Oxford. Although in the past few years archery has undergone a modest boom, the Grand National Archery Society has been concerned over the problem of the "lone archer" who shoots in humble back gardens without knowing there are archery clubs to serve his interests.

CHECKING THEIR SCORES: From left to right at the targets are Mr. Ralph Jebb (Great Western A.S.); Mr. K. Ryall Webb (Reigate); Mr. John Yates (Pendle); and Sergeant R. K. McDonald, U.S.A.F., (of the Chicago Park Archers).

THE FAIR TOXOPHILITES: Miss B. Phillips, of Portsdown A.C., is watched by Mrs. G. Arthur, of Harrow Bowmen, as she extracts one of her arrows from the bull.

ARCHERS TOE THE LINE: *Left*—Sergeant R. K. McDonald, U.S.A.F., taking aim. *Right*—A section of the great crowd of toxophilites who took part in the meeting at Oxford. An interesting development at the Dulwich Archery Tournament in 1948 was the greatly increased use of the steel bow. Users of this bow claim that it gives markedly greater accuracy, but there are still some who prefer the traditional yew. It is said that archery is a great sport for developing the muscles of paraplegics.

The World of Books—By VERNON FANE

CONTINUING THE TALE OF ROBERT STAIRY

Kay Dick's New Novel Reveals Her Respect for Human Beings Even in Their Pettiness and Confusion

MISS KAY DICK already has one novel and the beginning of a literary reputation to her credit, a reputation for the evocative talent and the meticulous choice of words which was justified by her first book, *By the Lake*. Now with YOUNG MAN (Heinemann. 10s. 6d.), Miss Dick continues the tale of Robert Stairy, whose Geneva childhood was the subject of her previous novel, and whose frivolous, sentimental and ridiculous mother was first introduced to us then. There is such an evidently serious purpose behind this writing that the critic and the reader must respond to it alike, even if it is only to notice and mark the Proustian influence that is discernible on almost every page. Here is a writer who respects human beings even in their pettiness or their confusion; who regards each of them as a worthy object of study and even tenderness, and who devotes as much space and care to the description of what one might call a thoroughly trivial person as to a creature of heroic design. This manner gives the book dignity of a kind, but not necessarily flexibility, for where actions and, above all, thoughts, are so minutely recorded there is a danger of the reader's attention wandering. Failing sympathy with the characters, there must be at the very least a vivid interest, and if both these are absent, the book becomes no more than an admirable experiment. More exactly, even the people of fiction must have a life of their own, which may be anywhere between the extremes of the base or the noble so long as we believe in it while we are reading.

Where one has this kind of belief during the exposition of Miss Dick's story, it seems a very fine piece of work indeed. Where and when it lapses, there are intervals of tedium during which the reader may well ask himself whether the ephemeral love-affairs of his own youth were quite as tedious—or as ephemeral—as young Robert's, or, on the other hand, whether he ever had young Robert's success. His soaring optimism, his fretfulness, his sheer churlishness and his intelligence, all these are as clearly conveyed as his lack of poise and the essential quality of his youthfulness. Of all the surrounding figures, he comes nearest to being the one that is designed in full relief, and possibly in the next volume of this series he will come to life with yet more certainty. But whatever one feels about the pros and cons of this remarkable novel, even if it does not have the full effect that the writer planned for it, there is no question of its being negligible, or anything short of a brilliant intellectual exercise.

Many novelists, and great ones among them, have found all the material they needed within the apparently closed circle of a single family. Drama, pathos, subtlety, malice, humour—all these can exist and flourish in the smallest of confines, and certainly under one roof. To make sure that all the ingredients will be included, a Christmas party, perhaps, with every member of an adult family gathered together for a few days, partly from a sense of ritual obligation and partly in expectation of material profit. It is a good, well-tried gambit, and Kathleen Farrell uses it for her first novel, MISTLETOE MALICE (Hart-Davis. 10s. 6d.).

I thought myself that it was a peculiarly unattractive family that she had chosen for her story, even given the fact that a novelist's eye sees more clearly through pretences of charm and kindliness than the eye of anyone but a relative. Who was it, by the way, who said that beauty was relative but not all relatives were beautiful? At any rate, here we have a family, most of them middle-aged and all of them severally disappointed in their most private aspirations, gathered together for an extremely unfestive season in the home of their aging mother, who is nevertheless physically spry and mentally malicious. She is a widow and has been a beauty; two circumstances which incline, rather curiously, to make her waspish, and particularly to make her ungenerous to those of her female relatives who are differently placed.

The old lady's delicate, rapier-sharp attacks and the clumsier struggles of the attacked, are indeed unexpectedly amusing, and since no bones or hearts are irremediably broken and no elderly victories prove too overwhelming, the story may be taken in good part, either as a moral tale singularly devoid of uplift, or as a family chronicle with more perception than charity. In either case an achievement in writing technique on the part of a new author, and one to remember.

I once knew two men, harmonious friends in every other respect, whose one subject of dissension was the lethal quality of the shark. Able to argue peaceably on every other subject from Etruscan art to the culture of Chinese beans, they nevertheless grew icily cold and convinced (on the pro-shark side) and violently abusive (on the anti-shark side) the moment there was any reference or hint of a possibility of a shark attacking a human being. One of them held that there was no authenticated case of this; i.e., he had never seen one with his own eyes, and the other, until he choked with emotion, providing chapter and lurid verse to prove *his* point.

Now I have found the perfect book for each of them in TI-COYO AND HIS SHARK (Hart-Davis. 8s. 6d.), a delightful novel excellently translated from M. Clément Richer's French by Mr. Gerard Hopkins. This sophisticated fantasy, in the course of which a boy trains a shark to bite in two his competitors who are diving for guineas or dollars, might not convince either of my friends, but since they are intelligent men, it would certainly charm them. Violence and horror and tragedy are all implicit in this little tale, since the shark continues to bite, and lava-flows kill putative villains and provide whole shoals of sharks with fodder. But still, M. Richer lauds the perfections of one particular shark, and in doing so writes a kind of parable.

THE CAMERA GUN: This remarkable piece of equipment, which has the butt of a rifle, a trigger grip and looks like a new kind of weapon of war, has been made by a Bond Street firm for the Maharajah of Mysore. It takes thirty-six pictures at a single loading. Two powerful magnifying lenses of different intensity provide alternative muzzles for the "gun," which has cost £600. It has been built essentially for big-game photography.

Mr. H. J. Cross was a schoolmaster on Merseyside for nearly five years before the war, and when he writes a novel of life in a dockside slum, it may be assumed that he knows the setting he has chosen as a background. No LANGUAGE BUT A CRY (John Murray. 9s. 6d.) is a tragedy, but it is not a tragedy that ends in a feeling of despair. On the contrary, this novel, with its factual descriptions of organised theft and violence, its accounts of slum squalor and the vices that grow from overcrowded conditions, differs principally from a tract in that its writing and the force of its message will make a forceful and not a puny impact.

The story is one of a gang of dockside children, initiated into crime and kept in subjection by an older boy, who, the author tells us, is of a type only too likely to be found in like surroundings. By bullying, by his swaggering example and by a crude form of discipline and organisation he holds his little band together, and reaches out into their homes to get them when he wants them for some special project. One of the children, a twelve-year-old, is the son of a well-meaning, sluttish mother and a vast ox of a docker father. First the man, through smuggling, and then the son, with his juvenile fellow-gangsters, become involved in crime, and this is the moving story of their apprenticeship and, for the boy, of its tragic end. It is in a sense a terrible book, because it rings so true, and Mr. Cross should be commended for the power and the conviction with which he has written this indictment of a present-day evil

Mr. Victor Canning's Venice is not the Venice of Mr. Hemingway, and that, in my opinion, is no great loss. It is, however, a present-day Venice, and it has its obscure bars and barmen, even if the latter are not as essential to Mr. Canning's story as to his colleague's. VENETIAN BIRD (Hodder and Stoughton. 10s. 6d.) is an adventure story, and a pippin. It deals with a private enquiry agent, not a shabby character in himself, but fallen on shabby times. The job which brings him to Venice is a routine piece of detective work given him through a Paris agency, of discovering the whereabouts of an Italian partisan who had done a good wartime turn to an American flier.

He starts to work, and instead of a straightforward series of questions and answers, each leading him a step further on, he is immediately pitch-forked into the first of a series of violent scenes, murders, chases and most things but defenestration. Some of this action, though crude in itself, is brilliantly described, and at least two pictures will remain in my mind. One, of a silent, creeping manhunt through the rooms of a museum that house a collection of life-size wax mannequins in eighteenth-century costume, and the other far from silent, a first-rate fight with fists in a Venetian glass factory. Both these appealed to me as having undoubted scenic possibilities.

DIPLOMAT'S FOLLY is announced as a police novel and is published by Constable at 10s. 6d. It is by Mr. Henry Wade, than whom no writer has a more authoritative knowledge of English police methods. He is one of those rare writers who not only take a favourable view of these sturdy fellows, but also appreciate the doggedness and frequent subtleties of their detection. In the case under review, a member of the Diplomatic Service has committed two indiscretions in the past and is being blackmailed for them just at the moment when he may be offered the brilliant prize of ambassadorship in Paris. After the blackmailer comes the murderer, and there is a fresh crime for the police to solve. Where Mr. Wade is in his element, is in showing not only that they solve it with little delay and no fuss, but in tracing each of their methodical steps to this end.

TO TAHITI AND ROUND CAPE HORN

Two More Books for Mariners

Tucked away in the lockers of little ships, on shelves amid the charts and the tomes on navigation, the books in "The Mariner's Library" assuredly find their rightful home; but by no means their only home, for these books, seventeen in all to date, ranging far and wide across the ocean solitudes of the world, taking the reader to strange, sunlit ports with even stranger names, appeal also and inevitably to those who do not own a boat at all, but who know instinctively the nature of our maritime heritage and who take pride in the achievements of men like Edward Allcard and the Smith brothers, cutting their lonely furrows across the sea. No. 1 in the series was Joshua Slocum's *Sailing Alone Around the World*. No. 7 was the narrative of R. T. McMullen, that nineteenth-century pioneer of small-boat sailing who made notable single-handed trips in British and French waters, while No. 14, a general favourite, was Weston Martyn's *The £200 Millionaire*, a series of short stories of adventure and misadventure, dwelling in particular upon the luxury of spending one's retirement afloat. The two latest additions to the library (both published by Rupert Hart Davis at 9s. 6d.) are Sidney Howard's THAMES TO TAHITI, No. 16 in the series, and Rex Clements' A GYPSY OF THE HORN, which is No. 17. Mr. Howard's narrative of his journey in the 38-ft. auxiliary cutter *Pacific Moon*, a stout little craft built of pitch pine on oak frames, is told in clipped, and sometimes even reticent, seafaring style, but from the moment the vessel heads down the English Channel towards Ushant and the Bay of Biscay the sense of adventure is strong, the tang of the sea is there. Mr. Howard starts by burning the midnight oil as he "mugs up" the art of navigation. His daytime duties seem to have been either in the galley or checking a faulty chronometer or tinkering with a temperamental engine. His companion, Mr. Johnstone, a Dover yachtsman and as understanding a shipmate as any man could hope for, looked after the 1,022 sq. ft. of canvas on *Pacific Moon* and did the rope work. From the coasts of Spain and Portugal to the African shore, from there to the Cape Verde Islands, and so to Panama, the Galapagos Islands and Tahiti journeyed this intrepid pair of amateur mariners, cruising over 12,000 nautical miles; and in Mr. Howard's record of the voyage the reader will find a mass of detail well set out and not a little shrewd comment from one who has found in ocean cruising a deeply satisfying way of life. Rex Clements' book, *A Gypsy of the Horn*, is the story of a voyage round the world in a windjammer some fifty years ago, as seen through the eyes of an apprentice in his first ship. It is a tale of storm and thunder, of hard-ship and physical weariness, of gay days ashore, and of one man's never-ending delight in the tall ships that are now passing for ever. Mr. Clements has many exciting stories to tell, not least concerning a night in the wilds of the South Pacific, when the crew of the windjammer heard an inexplicable wail of terror in the blackness of the early hours. They remained horror-stricken on deck until dawn, he records, and no one could hazard more than a guess at the origin of that eerie cry.

Another adventure book which will appeal for holiday reading is Douglas Liversedge's WHITE HORIZON (Odhams. 13s. 6d.), in which this Fleet Street journalist describes the epic Antarctic rescue voyage of the polar ship *John Biscoe*, which in 1950 rescued from Stonington Island, in Graham Land, the eleven ice-imprisoned Britons who had been stationed there for two years. Mr. Liversedge accompanied the expedition as Reuter correspondent. Some of his photographs are first-rate and add considerably to the value of this first-hand narrative.

The two latest additions to the "County Books" (both published at 15s. by Robert Hale) are Hugh Marwick's ORKNEY and Doreen Wallace's and R. P. Bagnall-Oakeley's NORFOLK. By history and tradition a semi-foreign land, Orkney, the Inse Orc of the ancient Celtic world, the Orcades of the Romans, and the Orkneyjar of the Vikings, provides the author with a wealth of archæological and historical material of which he takes full advantage. The volume on Norfolk will surprise many who do not know East Anglia well, for this county offers a great variety of scenery, particularly along the Cromer ridge, with its delightful upland pastures

Now added to the elegant "Novel Library," with the neat and colourful cover designs, are Mrs. Gaskell's CRANFORD, with an introduction by Angela Thirkell, and Alphonse Daudet's SAPHO, translated by Eithne Wilkins. Both are published at 6s. Mrs. Gaskell was born in Chelsea and Angela Thirkell, whose home is in "the village," takes the opportunity for delivering a broadside upon the heavy hand of the Victorian improver, who, like the Luftwaffe has done so much to alter the face of Cheyne Walk since Mrs. Gaskell's day

Two new illustrated books for lovers of the high places are J. Hubert Walker's WALKING IN THE ALPS (Oliver and Boyd. 25s.), and C. Douglas Milner's THE DOLOMITES (Robert Hale. 25s.). Both volumes are made memorable by the photographs taken by the authors.

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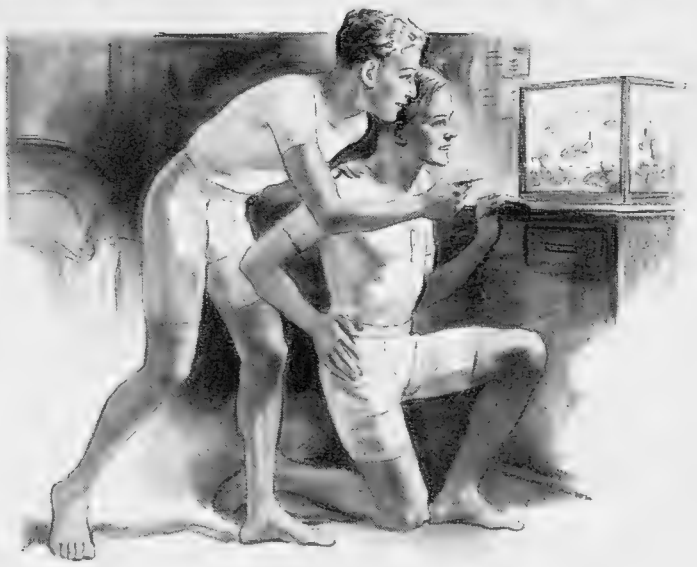

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August

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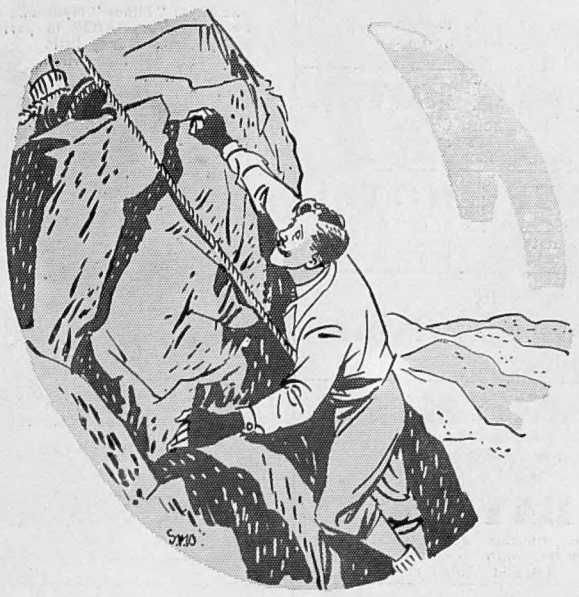

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"You closely resemble a man clutching at a rope."

"I feared so. At what point last night did we plan this senseless act of heroism?"

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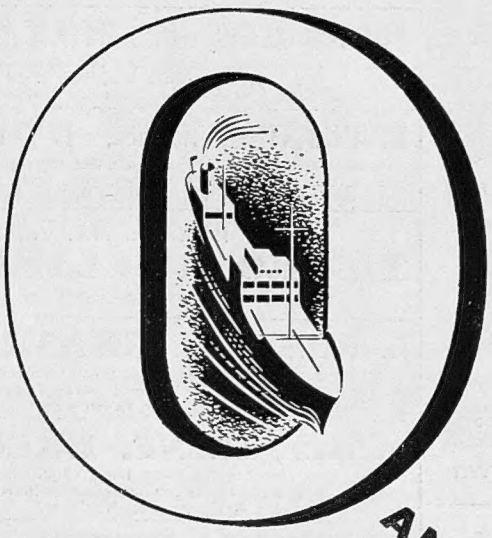

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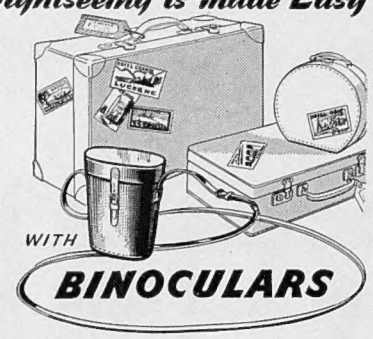

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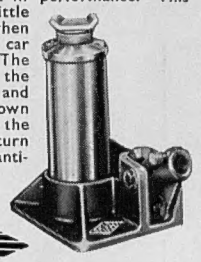

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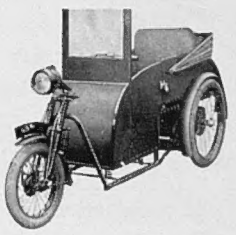

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